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NOTICE

The undermentioned Gazettes of India Extraordinary were published upto the 2nd March, 1963 :—

Issue No.	No. and date	Issued by	Subject
35	G.S.R. 362, dated 27th February, 1963.	Ministry of External Affairs.	Extending to the Union territory of Pondicherry the Provisional Collection of Taxes Act, 1931, (16 of 1931).
36	G.S.R. 363, dated 1st March, 1963.	Ministry of Food and Agriculture.	The Agricultural Produce (Development and warehousing) Corporations (Amendment) Rules, 1956.
37	G.S.R. 364, dated 1st March, 1963.	Central Board of Revenue.	Directing that in the case of the Custom Houses at Bombay and Calcutta, the Additional Collector of Customs shall be in charge of all the Departments other than the Departments stated therein and the Collector of Customs shall exercise all or any of the powers and discharge the duties of the Additional Collector.
38	G.S.R. 366, dated 1st March, 1963.	Ministry of Finance	Directing that the expressions specified in the corresponding entries in columns 2, 3 and 4 thereof shall be substituted.
	G.S.R. 367, dated 1st March, 1963.	Ditto.	Exempting unmanufactured tobacco from so much of the duty leviable thereon as is in excess of the duty mentioned in the corresponding entry in column (3) thereof.
	G.S.R. 368, dated 1st March, 1963.	Ditto.	Amendment in the Notification No. 25/62-Central Excises, dated the 24th April, 1962.
	G.S.R. 369, dated 1st March, 1963.	Ditto	Exempting Kerosene from so much of the duty leviable thereon provided the Kerosene satisfies the conditions stated therein.

Issue No.	No. and date	Issued by	Subject
	G.S.R. 370, dated 1st March, 1963.	Ministry of Finance	Exempting vegetable non-essential oils from the whole of the duty of excise leviable thereon.
	G.S.R. 371, dated 1st March, 1963.	Ditto.	Rescinding the Notification Nos. 24/59-Central Excises, dated the 1st March, 1959; 92/62-Central Excises, dated the 14th May, 1962 and 166/62-Central Excises, dated the 11th August, 1962.
	G.S.R. 372, dated 1st March, 1963.	Ditto.	Rescinding the Notification No. 30/62-Central Excises, dated the 24th April, 1962.
	G.S.R. 373, dated 1st March, 1963.	Ditto.	Amendment to the Notification No. 137-Central Excises, dated the 1st October, 1960.
	G.S.R. 374, dated 1st March, 1963.	Ditto.	Exempting strawboard other than corrugated board from so much of the duty leviable thereon as is in excess of the amount specified in the corresponding entry in column (2) of the table annexed.
	G.S.R. 375, dated 1st March, 1963.	Ditto.	Exempting sheets and circles of copper and copper alloys from so much of the duty of excise leviable thereon as is in excess of the amount specified in the corresponding entry in column (3) of the table annexed.
	G.S.R. 376, dated 1st March, 1963.	Ditto.	Exempting rails and sleeper bars of iron or steel from so much of the duty leviable thereon as is in excess of Rs. 39.35 per metric tonne.
	G.S.R. 377, dated 1st March, 1963.	Ditto.	Exempting iron and steel products from so much of the duty of excise leviable on such products as is in excess of the duty specified in the corresponding entry in column 3 or column 4 of the table annexed.
	G.S.R. 378, dated 1st March, 1963.	Ditto.	Exempting iron and steel products from the whole of the duty leviable thereon subject to the limitations and conditions specified in the corresponding entry in column 3 thereof of the table annexed.
	G.S.R. 379, dated 1st March, 1963.	Ditto.	Exempting cinematograph film exposed from so much of the duty of excise leviable thereon as is in excess of the duty specified in the corresponding entry in column 3 or column 4 thereof of the table annexed.
	G.S.R. 380, dated 1st March, 1963.	Ditto.	Further amendment in the Notification No. 197/62-Central Excises, dated the 17th November 1962.

Issue No.	No. and Date	Issued by	Subject
	G.S.R. 381, dated 1st March, 1963.	Ministry of Finance	Directing where any goods have been subjected to a special duty of excise under the aforesaid clause 27 of the Finance Bill, 1963.
	G.S.R. 382, dated 1st March, 1963.	Ditto.	The Essential Articles (Price Control) Order, 1963.
	G.S.R. 383, dated 1st March, 1963.	Ditto.	Notifying all editions of the following Pharmacopoeia, Formularies and other publications for the purposes of the Explanations.
	G.S.R. 384, dated 1st March, 1963.	Ditto.	The Central Excise (Fifth Amendment) Rules, 1963.
	G.S.R. 385, dated 1st March, 1963.	Ditto.	Exempting Palm oil, when imported into India, from so much of that portion of the duty of customs leviable thereon, where the standard rate of duty is leviable, and so much of that portion of the duty of customs leviable thereon, where the preferential rate of duty is leviable.
	G.S.R. 386, dated 1st March, 1963.	Ditto.	Exempting each of the articles specified in the third column of the table hereto annexed, when imported into India, from that portion of the duty of customs leviable thereon which is specified in the said first schedule.
	G.S.R. 387, dated 1st March, 1963.	Ditto.	Exempting the goods stated therein, when imported into India, from so much of the duty of customs as is leviable thereon.
	G.S.R. 388, dated 1st March, 1963.	Ditto.	Exempting raw cotton, when imported into India, from so much of that portion of the duty of customs leviable thereon.
	G.S.R. 389, dated 1st March, 1963.	Ditto.	Exempting articles of iron and steel when imported into India, from so much of that portion of the duty of customs leviable thereon.
	G.S.R. 390, dated 1st March, 1963.	Ditto.	Exempting each of the articles specified in the third column of the Table hereto annexed, when imported into India, from so much of that portion of the duty of customs leviable thereon.
	G.S.R. 391, dated 1st March, 1963.	Ditto.	Exempting asbestos, raw, including fibre, when imported into India, from so much of that portion of the duty of customs leviable thereon.

Issue No.	No. and Date	Issued by	Subject
	G.S.R. 392, dated 1st March, 1963.	Ministry of Finance.	Directing that the notifications specified in column (2) of the table hereto annexed, shall be amended in the manner specified in column (2) of the said Table.
	G.S.R. 393, dated 1st March, 1963.	Ditto .	Directing that the notifications specified in column (2) of the table hereto annexed, shall be amended in the manner specified in column (3) of the said Table.
	G.S.R. 394, dated 1st March, 1963.	Ditto .	Directing that the notifications specified in column (2) of the table hereto annexed, shall be amended in the manner specified in column (3) of the said Table.
	G.S.R. 395, dated 1st March, 1963.	Ditto .	Exempting tea, when exported from India, from the whole of the duty of Customs leviable thereon.
	G.S.R. 396, dated 1st March, 1963.	Ditto.	Rescinding the notification Nos. 94-Customs, dated the 28th November, 1953, 124-Customs dated the 7th June, 1957, 74-Customs, dated the 14th July, 1960, 113-Customs, dated the 28th September, 1961 and 7-Customs, dated the 5th January, 1963.
40	G.S.R. 397, dated 2nd March, 1963.	Ministry of Food and Agriculture.	The Rice (Eastern Zone) Movement Control (Amendment) Order, 1963.

Copies of the Gazettes Extraordinary mentioned above will be supplied on indent to the Manager of Publications, Civil Lines, Delhi. Indents should be submitted so as to reach the Manager within ten days of the date of issue of these Gazettes.

PART II—Section 3—Sub-section (1)

General Statutory Rules (including orders, bye-laws etc. of a general character) issued by the Ministries of the Government of India (other than the Ministry of Defence) and by Central Authorities (other than the Administrations of Union Territories).

MINISTRY OF HOME AFFAIRS

New Delhi, the 5th March 1963

G.S.R. 432.—In pursuance of sub-rule (1) and the first proviso to sub-rule (2) of rule 4 of the Indian Police Service (Cadre) Rules, 1954, the Central Government, in consultation with the Government of West Bengal, hereby make the

following further amendment in the Indian Police Service (Fixation of Cadre Strength) Regulations, 1955:—

Amendment

In the Schedule to the said Regulations, under "West Bengal" for the entry—"Deputy Inspectors General of Police 4" the following entries shall be substituted, namely:—

"Deputy Inspectors-General of Police, Ranges
(Northern, Western and Central) 3

"Deputy Inspector-General of Police, Armed Police,
Training & Border 1".

[No. 7/19/62-AIS(I).]

G.S.R. 433.—In pursuance of rule 11 of the Indian Administrative Service (Pay) Rules, 1954, the Central Government after consultation with the Government of Andhra Pradesh, hereby makes the following amendment to Schedule III to the said Rules.

2. The amendment shall be deemed to have come into force with effect from 1st August, 1962.

Amendment

In the said Schedule III,

Under the heading 'B—Posts carrying pay in the senior time-scale of the Indian Administrative Service under the State Government including posts carrying special pays in addition to pay in the time-scale', against 'Andhra Pradesh', the following entries shall be deleted:—

'Joint Commissioner for Panchayati Raj and Ex-Officio Secretary to the Commissioner for Panchayati Raj.

Deputy Commissioner(s) for Panchayati Raj.'

[No. 1/34/63-AIS(II).]

New Delhi, the 7th March 1963

G.S.R. 434.—In pursuance of rule 11 of the Indian Administrative Service (Pay) Rules, 1954, the Central Government hereby makes the following amendment in Schedule III to the said rules.

2. This amendment shall be deemed to have come into force with effect from 1st November, 1962.

Amendment

In the said Schedule III under the heading 'C—Posts carrying pay above the time-scale or special pay in addition to pay in the time-scale under the Central Government when held by members of the Service', against 'Food and Agriculture' the following entries shall be added, namely:—

'Regional Director (Food) Senior scale 300'.

[No. 1/158/62-AIS(II).]

K. S. N. MURTHY, Under Secy.

New Delhi, the 7th March 1963

G.S.R. 435.—In exercise of the powers conferred by section 18 of the Central Reserve Police Force Act, 1949 (66 of 1949), the Central Government hereby makes the following rules further to amend the Central Reserve Police Force Rules, 1955, namely:—

1. These rules may be called the Central Reserve Police Force (Seventeenth Amendment) Rules, 1963.

2. In rule 92 of the Central Reserve Police Force Rules, 1955, for the words, "Head Constables, Constables" the words, "Head Constables, Naiks, Constables" shall be substituted.

[No. F.2/2/63-Police.II.]

P. SITAPATI, Under Secy.

CORRIGENDUM

New Delhi, the 6th March 1963

G.S.R. 436.—In the notification of the Government of India in the Ministry of Home Affairs G.S.R. 1732 [F. 5/5/62-Judl.II/UTL-54], dated the 17th December 1962 published at pages 2078 to 2094 of the Gazette of India, Part II, Section 3, Sub-section (i), dated the 22nd December 1962/1st Pausa 1884,—

1. At page 2079, in line 36, for "deem", read "seem";
2. At page 2082, in line 1, for "Guardians and Wards Act, 1898 (VIII of 1898)" read "Guardians and Wards Act, 1890 (VIII of 1890)";
3. At page 2083, in line 46, for "shall" read "shall,";
4. At page 2084,—
 - (i) in line 7, for "on" read "or";
 - (ii) in line 8, for "proprietor." read "proprietor,";
5. At page 2085, in line 50, for "that" read "that,";
6. At page 2086, in line 5, for "fixed by the Court of Wards", read "fixed by the Court of Wards,";
7. At page 2088, in line 17, for "Chief Commissioner", read "Chief Commissioner,";
8. At page 2092, in line 22, for "Court." read "Court:";
9. At page 2093,—
 - (i) in lines 20-21, for "this Act (Act XLV of 1860) shall, for the purposes of the Indian Penal Code" read "this Act shall, for the purposes of the Indian Penal Code (Act XLV of 1860)";
 - (ii) in line 58, for "orders" read "order".

[No. F. 5/5/62-Judl.II.]

P. N. KAUL, Dy. Secy.

MINISTRY OF FINANCE

(Department of Economic Affairs)

New Delhi, the 6th March 1963

G.S.R. 437.—In exercise of the powers conferred by clause (2) of article 77 read with clause (1) of article 299 of the Constitution, the President is pleased to make the following rule, namely:—

The endorsement on promissory notes executed by Hindustan Steel Ltd. under their loan agreements with Kreditanstalt Fur Wiederaufbau, Frankfurt/Main shall be made and authenticated on behalf of the President by any of the officers specified below:

- (1) The Minister (Economic) in the High Commission of India in U.K.,
- (2) The Chief Accounting Officer in the High Commission of India in U.K.,

(3) The Assistant Chief Accounting Officer in the High Commission of India in U.K.

Dated at New Delhi, this 6th day of March, 1963.

[No. F. 3(49)-FCII/62.]

By Order and in the name of the President,
K. S. SUNDARA RAJAN, Jt. Secy.

(Department of Economic Affairs)

New Delhi, the 7th March 1963

G.S.R. 438.—In exercise of the powers conferred by clause (2) of Article 77 of the Constitution, the President is pleased to make the following amendment in the rule issued under the Notification of the Government of India in the Ministry of Finance, Department of Economic Affairs, No. 7(13)-ECAI/58A, dated 23rd January 1959, namely:—

In the said rule, after the words "on behalf of the President by the Secretary", the words "or the Joint Secretary" shall be inserted.

Dated at New Delhi, this 7th day of March 1963.

[No. 17(6)-EA(DLF)/60.]

By order and in the name of the President,
Sd.) Illegible, Dy. Secy.

(Department of Revenue)

CENTRAL EXCISES

New Delhi, the 16th March 1963

G.S.R. 439.—In exercise of the powers conferred by sub-rule (1) of rule 2 of the Central Excise Rules, 1944, the Central Government hereby exempts, with effect from the 1st day of March, 1963, processed groundnut oil, linseed oil and copra oil falling under Item No. 12 of the First Schedule to the Central Excises and Salt Act, 1944 (I of 1944) from so much of the duty of excise leviable thereon as is in excess of Rs. 68.90 per metric tonne;

Provided that—

- (i) such oil is produced by the solvent extraction method; and
- (ii) the exemption shall be limited to an equivalent quantity of oil not exceeding 6% of the weight of de-oiled cake obtained by a manufacturer from the solvent extraction plant and exported out of India—

(a) in the case of groundnut oil, on or after the 11th August, 1962,

(b) in the case of linseed oil and copra oil, on or after the 26th January, 1963—

and in respect of which similar concession had not been availed of before the 1st day of March, 1963.

Explanation.—For the purpose of this Notification, "processed oil" shall have the same meaning as in Notification No. 33/63-Central Excises dated the 1st March, 1963.

[No. 51/63.]

G.S.R. 440.—In exercise of the powers conferred by sub-rule (1) of rule 56A of the Central Excise Rules, 1944, the Central Government hereby makes the following amendments in the notification of the Government of India in the Ministry of Finance (Department of Revenue) No. 223/62-Central Excises dated

the 29th December, 1962, namely:—

In the said notification,—

- (1) for the figure and words “1. Pigments, Colours, Paints, Enamels, Varnishes, Blacks and Cellulose Lacquers”, the following shall be substituted, namely:—

“1. Vegetable Product!

1A. Pigments, Colours, Paints, Enamels, Varnishes, Blacks and Cellulose Lacquers”.

- (2) for the figure and word “5, Gases”, the following shall be substituted, namely:—

“5. Gases.

5A. Soap”.

[No. 52/63.]

L. M. KAUL, Dy. Secy.

(Department of Revenue)

CENTRAL EXCISES

New Delhi, the 16th March 1963

G.S.R. 441.—In exercise of the powers conferred by Rule 12-A of the Central Excise Rules, 1944, the Central Government hereby makes the following further amendment to the Notification of the Government of India in the Ministry of Finance (Department of Revenue) No. 62/58-Central Excises, dated the 21st June, 1958 namely:—

I. In the Table annexed to the said Notification, after Serial No. 5 and entries relating thereto shall be inserted, namely:—

Serial No.	Excisable material used	Description of goods	Rate of rebate
1	2	3	4
“5-A	Woollen yarn, jute manufactures and synthetic organic dyestuff and derivatives.	Woollen shawls	Rs. 2.25 per Kg. of woollen shawls exported”

[No. 53/63.]

L. S. MARTHANDAM, Dy. Secy.

MINISTRY OF SCIENTIFIC RESEARCH & CULTURAL AFFAIRS

New Delhi, the 6th March 1963

G.S.R. 442.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules further to amend the National Library, Calcutta (Class III Ministerial and Non-ministerial Posts) Recruitment Rules, 1959, namely:—

1. These rules may be called the National Library, Calcutta (Class III Ministerial and Non-ministerial Posts) Recruitment Amendment Rules, 1963.

2. In the National Library, Calcutta (Class III Ministerial and Non-ministerial Posts) Recruitment Rules, 1959, hereinafter referred to as the said rules, in rule 4, the following proviso shall be inserted at the end, namely:—

“Provided that the upper age limit prescribed in column 9 of the said Schedule for direct recruits may be relaxed in the case of candidates belonging to the Scheduled Castes, the Scheduled Tribes or displaced

persons and other special categories of persons in accordance with the instructions issued by the Central Government, from time to time.”;

3. After rule 4 of the said rules the following rule shall be inserted, namely:—

“3. *Disqualification*—

- (a) No person, who has more than one wife living or who, having a spouse living marries in any case in which such marriage is void by reason of its taking place during the life-time of such spouse, shall be eligible for appointment to the said post; and
- (b) no woman, whose marriage is void by reason of the husband having a wife living at the time of such marriage or who has married a person who has a wife living at the time of such marriage, shall be eligible for appointment to the said post;

Provided that the Central Government may, if satisfied that there are special grounds for so ordering, exempt any person from the operation of this rule.”;

4. In the Schedule to the said rules, (a) under the sub-heading “Non-Ministerial Posts”, after item 9 and the entries relating thereto the following items and entries shall be inserted, namely:—

SCH

Name of posts	Classification	Scale of pay	No. of posts	PERCENTAGE OF POSTS TO BE FILLED BY			
				Direct recruitment	Promotion		
					By selection	Seniority cum fitness	Transfer
1	2	3	4	5	6	7	8
(1) Public Relations Assistant.	C.S. Class III Non-Ministerial Non-Gazetted.	Rs. 210—10 —290—15— 320—EB— 15—425.	1	100%			
(2) Laboratory Assistant.	C.S. Class III Non-Ministerial Non-Gazetted.	Rs. 110—4— 150—EB—4 —170—5— —180—EB 5—200.	1	100%			

FOR DIRECT RECRUITMENT ONLY			FOR PROMOTION/TRANSFER		
Age limit	Educational and other qualifications required	Period of probation, if any	Whether age and Edu. Qual. prescribed for direct recruitment apply in case of apptt. by promotion	Grades/ Services from which promotion/ transfer is to be made	Circumstances in which U.P.S.C. is to be consulted
9	10	11	12		14
20—25 years	Essential : (i) Degree of a recognised University. (ii) Diploma in Librarianship. (iii) Knowledge of working of libraries. (iv) Capacity to speak English fluently. (v) Experience of dealing with the public. Desirable : Knowledge of any foreign language other than English.	Two years	..	..	Not necessary.
19—23 years	Essential (i) I. Sc. or Higher Secondary Examination with Chemistry. (ii) Some working experience in a Chemical Laboratory. (iii) Knowledge of handling Laboratory apparatus. Desirable Certificate in Laboratory Training from recognized Institution.	Two years			Do.

(b) the footnotes at the end shall be omitted.

[No. F. 10-57/62-C.2.]

New Delhi, the 7th March 1963

G.S.R. 443.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules to amend the Central Reference Library, Calcutta (Class III and IV Posts) Recruitment Rules, 1961, namely:—

1. These rules may be called the Central Reference Library (Class III and IV Posts) Recruitment Amendment Rules, 1963.

2. In Schedule I to the Central Reference Library, Calcutta (Class III and IV Posts) Recruitment Rules, 1961, hereinafter referred to as the said rules, under the sub-heading "Ministerial Posts" after item 4 and the entries relating thereto, the following item and entries shall be inserted, namely:—

SCHEDULE I

Name of Post	Classification	Scale of pay	Percentage of posts to be filled				For direct recruitment only		Period of probation if any	For promotion/transfer only	
			Direct recruitment	By selection	Seniority cum-fitness.	Transfer	Age Limit	Educational and other qualification required		Whether age and educational qualification prescribed for direct recruitment apply in case of appointment by promotion	Grades/Service from which promotion/transfer is to be made
1	2	3	4	5	6	7	8	9	10	11	12
Storekeeper	Central Services Class III (Non-Gazetted) Ministerial.	Rs 130— 5—200— EB—8— 256—EB —8—280 —10—300			100%		Not applicable.		Two years.	Not applicable	Promotion: Lower Division with three years service in the grade.

3. In Schedule II to the said rules, after item 3 and the entries relating thereto, the following item and entries shall be inserted, namely:—

SCHEDULE II

Name of post	Classification	Scale of pay	Whether a selection post or non-selection post	Age limits or direct recruitment	Educational & other qualifications required. Whether age and educational qualifications prescribed for direct recruitment will apply in case of recruitment by promotion/transfer	Period of probation, if any	Methods of recruitment (i.e. whether by direct recruitment, by promotion or by transfer) & percentage of vacancies to be filled by the various modes.	In case of vacancies filled by Promotion/transfer grade/services from which promotion/transfer are to be made	If a DPC exists for recruitment by promotion thereof
1	2	3	4	5	6	7	8	9	10
Dusting Bearer	Class IV Non-Gazetted.	Rs. 70—1—80—EB—1—85	Not applicable.	18-25 years	No minimum qualifications prescribed but persons possessing middle School certificates will be preferred.	Six months	By direct recruitment	..	Yes.

[No. F. 13-14/62-C.2.]

V. P. AGNIHOTRI, Under Secy.

MINISTRY OF WORKS, HOUSING & REHABILITATION

(Department of W. & H.)

New Delhi, the 2nd March 1963

G.S.R. 444.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules to amend the Directorate of Estates (Assistant Estate Manager) Recruitment Rules, 1961, published with the notification of the Government of India in the Ministry of Works, Housing and Supply No. S.O. 830, dated the 5th April, 1961 in Part II—Section 3, Sub-section (ii) of the Gazette of India, dated the 18th April, 1961/Chaitra 25, 1883, namely:—

1. (1) These rules may be called the Assistant Estate Manager (Recruitment) Amendment Rules, 1963.

(2) They shall be deemed to have come into force on the 1st day of January, 1963.

2. In the schedule appended to the Directorate of Estate (Assistant Estate Manager) Recruitment Rules, 1961, for the existing entry in column 11, the following shall be substituted, namely:—

“Promotion—

- (i) Head Clerks in the Subordinate Offices of the Directorate of Estates;
- (ii) Legal Assistant in the Subordinate Offices of the Directorate of Estates. (with five years service in the respective grade)”.

[No. 2/4/62-EE.]

S. L. VASUDEVA, Under Secy.

(Department of W. & H.)

(Central Boilers Board)

New Delhi, the 5th March 1963

G.S.R. 445.—The following draft of certain Regulations further to amend the Indian Boiler Regulations, 1950, which the Central Boilers Board proposes to make in exercise of the powers conferred by section 28 of the Indian Boilers Act, 1923 (5 of 1923), is published as required by sub-section (1) of section 31 of the said Act, for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 31st May 1963.

Any objection or suggestion which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Boilers Board. Such objections or suggestions should be addressed to the Secretary, Central Boilers Board, Ministry of Works, Housing and Rehabilitation, North Block, New Delhi.

1. These Regulations may be called the Indian Boiler (Amendment) Regulations, 1963.

2. In the Indian Boiler Regulations, 1950, in Regulation 281, the following shall be inserted at the end of the fourth paragraph, namely:—

“In the case of a single boiler of the Shell Type and not connected in a battery with other boilers, the heating surface of which does not exceed 1100 sq. ft. (102m²), two independent source of power supply to the two feed apparatus will not be necessary.”

BL-9(44)/62-S&P-II.]

G.S.R. 446.—In exercise of the powers conferred by section 28 of the Indian Boilers Act, 1923 (5 of 1923), the Central Boilers Board hereby makes the following Regulations further to amend the Indian Boiler Regulations, 1950, the same having been previously published as required by sub-section (1) of section 31 of the said Act, namely:—

1. These Regulations may be called the Indian Boiler (Second Amendment) Regulations, 1963.

2. In the Indian Boiler Regulations, 1950,

- (1) In Regulation 4, in sub-clause (v) of Clause (c), the words and figure "In the case of Fusion welded and seamless forged drums a certificate from the manufacturer furnishing the results of tests specified in Chapter V in regard to chemical analysis tensile, bend and Izod impact tests." shall be omitted;

- (2) In Regulation 48, for clause (b), the following shall be substituted, namely:—

"(b) Heat Treatment—The tubes shall be fully annealed or normalised and tempered at a temperature approved by the Inspecting Authority.";

- (3) in Regulation 338,

- (i) in class (a), for the equation $W.P. = \frac{2f(T-C)}{(D-T+C)}$ —and the values of C given under it, the following shall respectively be substituted, namely:—

$$\frac{2f(T-C)}{(D-T+C)} \text{—Equation (87).}$$

C=1 mm (0.04");

- (ii) for clause (d), the following shall be substituted, namely:—

"(d) For radiant superheater tubes, the maximum for which the part of the element is designed

[No. S&PII/BL-9/(1)/59.]

G.S.R. 415—The following draft of certain Regulations further to amend the Indian Boiler Regulations, 1950, which the Central Boilers Board proposes to make in exercise of the powers conferred by section 28 of the Indian Boilers Act, 1923 (5 of 1923), is published as required by sub-section (1) of section 31 of the said Act, for the information of all persons likely to be affected thereby, and notice is hereby given that the said draft will be taken into consideration on or after the 31st May, 1963.

Any objection or suggestion which may be made by any person with respect to the said draft before the date ... shall be considered by the Central Boilers Board. Such objections or ... be addressed to the Secretary, Central Boilers Board, Ministry of ... and Rehabilitation, North Block, New Delhi.

Draft Regulations

1. These Regulations may be called the Indian Boiler (Amendment) Regulations, 1963.

2. In the Indian Boiler Regulations, 1950,—

- (1) in Regulation 127, for clause (a), the following shall be substituted, namely:—

"(a) Cross tubes shall be made from weldless steel pipes or from plate or strip rolled and electric resistance or fusion butt welded pipes by electric arc process. The fusion welding shall conform to the requirements of Chapter XII. Tolerances on these pipes shall conform to the requirements of Regulation 345. Where welded pipes are used, the longitudinal welds shall be so situated that they are not exposed to the direct impact of flame.";

- (2) in Regulation 128, for clause (a), the following shall be substituted namely:—

"(a) The uptakes shall be formed from weldless steel pipes or from plate or strip rolled and electric resistance welded or fusion butt welded pipes by electric arc process. The tolerances on these pipes shall comply with the requirements of Regulation 345";

- (3) in Regulation 548, for the first sentence, the following shall be substituted, namely:—

"The uptakes shall be formed from seamless or electric resistance welded or fusion butt welded pipes by electric arc process. The tolerances on these pipes shall comply with the requirements of Regulation 345. The uptakes shall be fusion butt welded to the upward flange of the opening of the furnace crown plate in accordance with Figures XII/3 and XII/4."

- (4) in Regulation 549, for the first sentence, the following shall be substituted, namely:—

"Cross tubes shall be made from weldless steel pipes or from plate or strip rolled and electric resistance welded or fusion butt welded pipes by electric arc process. The fusion welding shall conform to the requirements of Chapter XII. Tolerances on these pipes shall conform to the requirements of Regulation 345."

[No. BL-9(9)/62-S&PII.]

G.S.R. 448.—The following draft of certain Regulations further to amend the Indian Boiler Regulations, 1950, which the Central Boilers Board proposes to make in exercise of the powers conferred by section 28 of the Indian Boilers Act, 1923 (5 of 1923), is published as required by sub-section (1) of section 31 of the said Act, for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 31st May, 1963.

Any objection or suggestion which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Boilers Board. Such objections or suggestions should be addressed to the Secretary, Central Boilers Board, Ministry of Works, Housing and Rehabilitation, North Block, New Delhi.

1. These Regulations may be called the Indian Boiler (Amendment) Regulations, 1963.

2. In the Indian Boiler Regulations, 1950, for the portion beginning with the words "The thickness and" and ending with the word and figures "Table XII/4", the following shall be substituted, namely:—

"Standpipes shall be made out of seamless pipes or of forged construction."

The thickness of flanges and the bolting of all flanges joining mounting shall be in accordance with Appendix E—"Tables of Pipe Flanges". In no case however shall the thickness of flanges be less than 13 mm ($\frac{1}{2}$ inch).

(a) For pressures upto 25.5 Kg/sq.cm. (360 lbs/sq.in.) the thickness of standpipe fabricated from seamless tubes with flanges welded on shell be determined by Equation:

$$t = \frac{D + C}{32} \quad \text{..... Equation XII/10}$$

where,

t is thickness of standpipe.

D is internal diameter of standpipe

C is 5 mm (3/16 in.)"

[No. S&PII/BL-9(63)/61.]

K. B. SAXENA, Secy.

MINISTRY OF LABOUR & EMPLOYMENT

New Delhi, the 7th March 1963

G.S.R. 449.—In exercise of the powers conferred by the first proviso to sub-section (1) of section 6 of the Employees' Provident Funds Act, 1952 (19 of 1952), the Central Government, after making necessary enquiry into the matter, hereby specifies every establishment which is a factory engaged in the manufacture of

cement and in which fifty or more persons are employed, as an establishment to which the said proviso shall apply, with effect from the 1st April, 1963.

[No. 13/13/62/PF-II.]

P. D. GAIHA, Under Secy.

(Directorate General of Employment and Training)

New Delhi, the 7th March 1963

G.S.R. 450.—In exercise of the powers conferred by section 10 of the Employment Exchanges (Compulsory Notification of Vacancies) Act, 1959 (31 of 1959), the Central Government hereby makes the following rules to amend the Employment Exchanges (Compulsory Notification of Vacancies) Rules, 1960, the same having been previously published as required by sub-section (1) of the said section, namely:—

1. These Rules may be called the Employment Exchanges (Compulsory Notification of Vacancies) Amendment Rules, 1963.

2. In rule 6 of the Employment Exchanges (Compulsory Notification of Vacancies) Rules, 1960 (hereinafter referred to as the said rules), for the words and figures 'quarterly returns in Form I and biennial returns in Form II', the following words and figures shall be substituted, namely:—

"quarterly returns in Form ER-I and biennial returns in Form ER-II"

3. In the said rules, for Forms I and II, the Forms ER-I and ER-II shall be substituted:—

FORM ER-I

'Quarterly return submitted to the local Employment Exchange for the quarter ending

[vide the Employment Exchanges (Compulsory Notification of Vacancies) Rules, 1960]

Name and address of the employer:

Nature of business: (Please describe what the establishment makes or does as its principal activity).

1. Total number of persons on the pay rolls of the establishment.

(The figures should include every person whose wage or salary is paid by the establishment).

	On the last working day of the previous quarter	On the last working day of the quarter under report
Men		
Women		
TOTAL		

2. Particulars of vacancies.—(Vacancies carrying total emoluments of Rs. 60/- or over per month and of over 3 months duration).

(a) Number of vacancies occurred and notified during the quarter under report.

No. of vacancies

Notified to Exchanges		
Occurred	Local Employment Exchange	Central Employ- ment Exchange
.	.	.
.	.	.
.	.	.
.	.	.
.	.	.

- (b) Number of vacancies filled during the quarter under report through:
- (i) Employment Exchanges
 - (ii) Other sources
- (c) Number of vacancies remaining unfilled at the end of the quarter under report due to shortage of suitable applicants.
- | Occupation | No. of vacancies |
|------------|------------------|
| | |
3. Reasons, if any, for not notifying all vacancies that occurred, vide 2(a) above, to Employment Exchanges.

Signature of Employer

To

The Employment Exchange

(Please fill in here the address of your local Employment Exchange).

Note.—This return shall relate to quarters ending 31st March/30th June/30th September and 31st December and shall be rendered to the local Employment Exchange within 30 days after the end of the quarter concerned.

FORM ER-II

Occupational return to be submitted to the local Employment Exchange once in two years (on a date to be specified by notification in the Official Gazette).

[Vide the Employment Exchanges (Compulsory Notification of Vacancies) Rules, 1960].

Name and address of the employer:

Nature of business:

(Please describe what the establishment makes or does as its principal activity).

1. Total number of persons on the pay rolls of the establishment on (specified date)

(This figure should include every person whose wage or salary is paid by the establishment).

2. Occupational classification of all employees as given in item 1 above.

(Please give below the number of employees in each occupation separately).

Occupation	Number of employees			
	Men	Women	Total	
Use exact terms such as engineer (Mechanical); teacher (domestic/science); officer on special duty (actuary); assistant director (metallurgist); scientific assistant (chemist); research Officer (economist); instructor (carpenter); supervisor (tailor); fitter (internal combustion engine); inspector (sanitary); superintendent (Office); apprentice (electrician).				Please give as far as possible approximate number of vacancies in each occupation you are likely to fill during the next calendar year due to retirement, expansion or re-organization.
(1)	(2)	(3)	(4)	(5)
.....
TOTAL . .	..	..	..	..

Dated:

Signature of employer

To

The Employment Exchange,
.....
.....

(Please fill in here the address of your local Employment Exchange).

Note.—Total of col. (4) under item 2 should correspond to the figure given against item 1.

[No. EG-3(1)/62.]

MAHINDRA KISHORE, Under Secy.

CORRIGENDUM

New Delhi, the 6th March 1963

G.S.R. 451.—In the notification of the Government of India in the Ministry of Labour and Employment, No. G.S.R. 296, dated the 6th February, 1963, appearing on pages 269-270 of the Gazette of India, Part II,—Section 3(i), dated the 16th February, 1963, the following corrections shall be made namely:—

- (i) In the preamble, for '1954' read '1956'.
- (ii) In rule 3, for 'substitute' read 'substituted'.

[No. F. 56/3/62-LR-L]

A. L. HANDA, Under Secy.

MINISTRY OF FOOD & AGRICULTURE

(Department of Food)

New Delhi, the 5th March 1963

G.S.R. 452.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules regulating the recruitment and the conditions of service of the person employed as Senior Artist Photographer in the Central Inland Fisheries Research Institute, namely:—

*1. **Short Title.**—These rules may be called the Central Inland Fisheries Research Institute (Senior Artist Photographer) Recruitment Rules, 1963.

2. **Application.**—These rules shall apply to the post of Senior Artist Photographer in the Central Inland Fisheries Research Institute.

3. **Number of post, its classification and scale of pay.**—The number of the said post, its classification and the scale of pay attached thereto, shall be as specified in columns 2 to 4 of the schedule hereto annexed.

4. **Method of recruitment, age limit and other qualifications etc.**—The method of recruitment to the said post, age limit, qualifications and other matters relating thereto, shall be as specified in columns 5 to 13 of the said Schedule:

Provided that the upper age limit specified for direct recruitment may be relaxed,—

(a) in the case of Government servants; and

(b) in the case of Scheduled Castes or the Scheduled Tribes and other special categories of persons.

In accordance with the general orders of the Government of India issued from time to time

5. **Disqualification.**—(1) No person who has more than one wife living or who having a spouse living, marries in any case in which such marriage is void by reason of its taking place during the life time of such spouse, shall be eligible for appointment to the said post.

(2) No woman whose marriage is void by reason of the husband having a wife living at the time of such marriage, or who has married a person who has a wife living at the time of such marriage, shall be eligible for appointment to the said post.

Provided that the Central Government may, if satisfied that there are special grounds for so ordering exempt any person from the operation of this rule.

SCHEDULE

Recruitment rules for the post of Senior Artist Photographer in the Central Inland Fisheries Research Institute, Barrackpore (Calcutta), Ministry of Food and Agriculture (Department of Food)

Name of post	No. of posts	Classification	Scale of pay	Whether selection or non-selection post	Age limit for direct recruits	Educational and other qualifications required for direct recruits	Whether age and educational qualifications prescribed for the direct recruits will apply in the case of promotees	Period of probation, if any	Method of recruitment whether by direct recruitment or by promotion or transfer and percentage of the vacancies to be filled by various methods	In case of recruitment by promotion transfer grades from which promotion to be made.	If a DPC exists what is its composition	Circumstances by which UPSC is to be consulted in making recruitment
1	2	3	4	5	6	7	8	9	10	11	12	13
Senior Artist Photographer.	1	General Central Service Class II Non-gazetted Non-Ministerial.	Rs. 325—25—575	N.A.	30 years and below (reliable for Government servants).	Essential : Adequate proficiency in photographer including use of cine camera, photographic experience of scientific instruments, evidence of which should be furnished. Detailed mention should be made of the important or interesting photographs taken indoors, as well as outdoors, enclosing a few specimen copies thereof. Desirable: (i) Diploma in Photography. (ii) Experience of organising photographic exhibitions.	N.A.	Two years.	Direct recruitment.	N.A.	N.A.	As required under the rules.

[No. 2-37/62.FY(I).]

C. R. SRINIVASAN, Under Secy.

MINISTRY OF INFORMATION AND BROADCASTING

New Delhi-2, the 8th March, 1963

G.S.R. 453.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules to amend the Film Institute of India (Class I Posts) Recruitment Rules, 1961, published with the notification of the Government of India in the Ministry of Information and Broadcasting No. G.S.R. 660, dated the 25th April, 1961, namely :—

1. These Rules may be called the Film Institute of India (Class I Posts) Recruitment (Second Amendment) Rules, 1963.
2. In the Schedule to the Film Institute of India (Class I Posts) Recruitment Rules, 1961, after Serial No. 8 and the entries relating thereto, the following shall be added, namely :—

1	2	3	4	5	6	7	8	9	10	11	12
			Rs.			<i>Essential</i>					
9	Vice-Principal-cum Head of the Department of Direction.	General Central Services Class I (Gazetted)	1,100— 50—1,400	Not applicable	50 years and below (Relaxable for Government servants).	(i) Degree of a recognised University. (ii) About 5 years' experience of directing motion picture films, preferably feature films in a reputed organisation, with good technical knowledge of film making. (iii) Knowledge of Indian Art and Culture. (Qualifications relaxable at Commission's discretion in case of candidates otherwise well qualified)	Not applicable	Direct recruitment	Not applicable	Not applicable	As required under the rules.
						<i>Desirable</i>					
						(i) Diploma in film production or direction of an Institute of standing. (ii) Training and/or experience in feature and/or documentary film production abroad. (iii) Teaching experience. (iv) Knowledge of Indian film industry. (v) Administrative experience.					

[No. F. 1/3/63-FI-“FIIRR-A/2]

S. PADMANABHAN, Under Secy.

MINISTRY OF TRANSPORT & COMMUNICATIONS

(Department of Transport)

MERCHANT SHIPPING

New Delhi, the 4th March 1963

G.S.R. 454.—The following draft of certain rules which the Central Government proposes to make in exercise of the powers conferred by clause (e) of sub-section (2) of section 236 of the Merchant Shipping Act, 1958 (44 of 1958) and in supersession of all previous rules and orders on the subject, is hereby published as required by sub-section (1) of the said section for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after 4th day of April 1963.

Any objections or suggestions which may be received from any person with respect to the said draft before the date so specified will be taken into consideration by the Central Government.

DRAFT RULES

1. Short Title, Commencement and Application.—(1) These rules may be called the Merchant Shipping (Form of Passenger Ships' Survey Certificates) Rules, 1963.

(2) They shall come into force at once.

(3) They shall apply to sea-going passenger ships fitted with mechanical means of propulsion.

2. Definitions.—In these rules,—

(a) "Act" means the Merchant Shipping Act, 1958;

(b) "Schedule" means a Schedule to these rules.

3. Declaration of Survey.—The form of declaration of survey referred to in section 223 of the Act shall be as set out in Schedule I.

4. Certificate of Survey.—(1) The form of certificate of survey referred to in section 225 of the Act shall be as set out in Schedule II.

(2) Every certificate of survey shall be issued in duplicate by the Principal Officer or in his absence by the Surveyor carrying out his duties.

(3) The owner or master of every ship for which a certificate of survey has been granted shall cause one of the duplicates thereof to be affixed, and kept affixed so long as the certificate remains in force and the ship is in use on some conspicuous part of the ship where it may be easily read by all persons on board thereof.

5. Expired, Cancelled, or Suspended Certificates of Survey.—Every certificate of survey granted under the Act which has expired, or has been cancelled or suspended, shall be forwarded as soon as possible to the Principal Officer by whom the certificate was originally issued.

6. Penalty.—Whoever commits a breach of any of the provisions of these rules shall be punishable with fine which may extend to one thousand rupees, and if the breach is a continuing one, with further fine which may extend to fifty rupees for every day after the first during which the breach continues.



SCHEDULE I

(See Rule 3)

Issued by the
Government of India

DECLARATION OF SURVEY OF A PASSENGER SHIP

Issued by the Government of India.

SHIP

Name and Official Number	Port of Registry	Single, Twin, Triple or Quadruple Screw, and Registered Horse-Power	Gross Tonnage	Registered Tonnage	Registered Length in feet
Name and address of Owner or Agents.					
Master and Officers					
Rank	Personal Name(s)	Surname	Number of Certificate & Place of Issue	Grade	
Master					
First Mate					
Second Mate					
Chief Engineer					
Second Engineer					
Third Engineer					
Doctor					
HULL					
By whom built:					
Where Built	When Built	Extent of Double Bottom	Number of watertight Transverse Bulkheads extending to the Bulkhead Deck	Where Classified, Date of Loadline Certificate Date up to which it remains valid	
Whether Steel, welded and/or Riveted					
Structural Fire Protection					
Method					
Height of Guard Rails or Bulwarks				Date of the last external Examination of the bottom	
Above Main or Upper Deck.		Above the Quarter Deck			

MACHINERY AND BOILERS

Engines			Cylinders		
Number	STEAM	INTERNAL COMB- USTION	Number	Diameter	Length of Stroke
	Type	Type		Inches/ mm.	Inches/ mm.

Year when made :

By whom made :

BOILERS

No.	(1) Type (2) Coal fired or Oil fired (3) Working Pressure (4) Superheat Tem- perature	By whom made	Year when made	Date last Surveyor went inside these Boilers	when Boilers were hydraulically tested, and pressure applied, and whether Boilers were then in the Ship or not
-----	------------------------------------------------------------------------------------------------------	-----------------	----------------------	-------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------

Main

Auxiliary

EVAPORATORS

No.	Of What material made	By whom made	Year when made	Maximum pressure of inlet steam	Diameter of reduced Office in reducing nozzle, if fitted	Hydraulic Test		
						Date when applied	Pressure	
							Shell	Coils

SAFETY VALVES

STEAM PIPES

Description	By whom made	Number on each Boiler or Evaporator	Limiting Pressure : lbs. per square inch	Date of Hydraulic test	Pressure applied : bs. per square inch
-------------	--------------	----------------------------------------------------	------------------------------------------------------	------------------------------	----------------------------------------------------

Main Boilers

Main

Boiler Shell
or
Drum
Superheaters

Auxiliary Boil-
ers.

Auxiliary

Evaporators

FIRE APPLIANCES

Extinguishers		No.	Description
Portable	{ Machinery	_____	_____
	{ Passenger Spaces	_____	_____
	{ Crew Spaces	_____	_____
Non-Portable		_____	_____
Fixed	{ Cargo Spaces	_____	_____
Installation	{ Machinery Spaces	_____	_____
Pumps		_____	_____
Hoses	{ Machinery Spaces	_____	_____
	{ Other Spaces	_____	_____
Breathing Apparatus		_____	_____
Detection System Cargo Spaces		_____	_____

Are the arrangements such that a fire in one compartment will not put all the fire pumps out of action?

MISCELLANEOUS PARTICULARS

Number of Bower anchors and Length and Diameter of Chain Cables	Description of the main and the Auxilliary Steering Gears	Is the power for going astern sufficient for the proper control of the ship in all circumstances	Date when propeller shafts were last inspected	Minimum number of certificated life-boatmen required & Actual on board
_____	_____	_____	_____	_____

Fathoms	Port	Stbd.	Is the necessary stability data on board?	Date of inspection of Certificate of Registry	No. of persons composing the crew
_____	_____	_____	_____	_____	_____

Diameter _____

Side scuttles coming under Rule 33(3)(b) of the Indian Merchant Shipping (Construction and Survey of Passenger Steamers) Rules, 1956.

Between deck and deck

Number of side scuttles Limiting mean draught

COMPASSES

No. board	on	Date of last adjust- ment	Date when ship was last swung for verification	Name and address, or name and rating of persons giving accom- panying certificate of adjust- ment/verification or correctness
--------------	----	------------------------------	------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------

HOSPITAL

Permanent on Upper Deck			Temporary on Upper Deck		
Number bunks	of	Superficial deck area	Cubic feet of air space	Number of Superficial feet re- served	
				Voyages of duration not exceeding 48 hours	Voyages over hours

EQUIPMENTS

Description and state of distilling apparatus	No. of gallons of pure cold water that it is capable of producing in 24 hours
--------------------------------------------------	----------------------------------------------------------------------------------------

SPACE AVAILABLE FOR UNBERTHERD PASSENGERS PILGRIMS

(Two children under 12 to be reckoned as one unberthed passenger).

Space available for	Unberthed passengers	Number of unberthed passengers					
		Pilgrims					
		Total sq. feet	Voyages of duration not exceeding 24 hours	Voyages of duration between 24 and 48 hours	Voyages ex- ceeding 48 hours		
	pilgrims		Fair Season	Foul Season	Fair Season	Foul Season	Fair Season

N. B.—In the case of pilgrim ships items which are not applicable should be struck out.

SUBDIVISION LOAD LINES

Subdivision load lines assigned and marked on the ship's side at amidships.	Freeboard To apply when the following alternative spaces are adapted for the carriage of passengers	Criterion Numeral	Factor of Sub-division.
-----------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------	-------------------	-------------------------

C. 1	.	.	.	.	.
C. 2	.	.	.	.	.
C. 3	.	.	.	.	.

Subdivision load lines assigned and marked on the ship's side at amidships under Simla Rules, 1931.

D. 1	.	.	.	.	.
D. 2	.	.	.	.	.
D. 3	.	.	.	.	.

EXEMPTIONS GRANTED

.....

.....

.....

*

*Insert here the conditions, if any, on which the exemption is granted.

LIFE-SAVING APPLIANCES

Description	Boats attached to davits		Boats not attached to davits		Total No. of contents Boats	Cu. No. of contents	Total No. of Persons.
	No.	Persons	No.	Persons			
Life-boats—Oar propelled . . .							
Life-boats—Motor Class A . . .							
Life-boats—Motor Class B . . .							
Life-boats—Mechanically Hand Propelled . . .							
TOTALS . . .							
Buoyant Apparatus . . .							
					TOTAL . . .		
Lifebuoys . . .	{ Total Number . . .		{ Number with lights . . .				
Lifejackets . . .							

Type of line-throwing appliance :—

No. of sets of Davits required by
L. S. A. Rules

If full No. of sets of Davits and
life-boat capacity required by
L.S.A. Rules are not fitted,
quote authority for exemption.

Minimum Aggregate Capacity
of Life-boats required by
L.S.A. Rules.

Class of ship under L.S.A. Rules.

Date of issue of former Certificate.

RADIO INSTALLATIONS

Radio Telegraphy/Radio Telephony

RADIO PERSONNEL

Rank	Personal Name(s)	Surname	Number of certificate	Class of certificate
First Operator . . .				
Second Operator . . .				
Third Operator . . .				

RADIO TELEGRAPHY

Particulars to be inserted in case of Ships requiring Safety Convention Certificates

	Requirements of Regu- lations	Actual provision.
Hours of listening by operator		
Number of operators		
Whether autoalarm fitted		
Whether main installation fitted		
Whether emergency installation fitted		
Whether main and emergency transmitter electrically separated or combined		
Whether direction-finder fitted		

INSTALLATION

Remarks.

MAIN TRANSMITTER

Maker's name . . .
 Type No. or designation .
 Type of emission . . .
 Power rating . . .
 Authorised frequencies .

EMERGENCY TRANSMITTER

Maker's name . . .
 Type No. or designation .
 Type of emission . . .
 Power rating . . .

AUTOMATIC KEYING DEVICE

Maker's name . . .
 Type No. or designation .

RECEIVERS— (1) Main .
 (2) Emergency .
 Type No. or designation .
 Range of frequencies .

POWER SUPPLY

Main source of electrical
 energy for the radio equip-
 ment . . .
 Emergency source of electri-
 cal energy for the radio
 equipment (if required by
 the Rules) . . .

DIRECTION-FINDER (if fitted)

Maker's name . . .
 Type No. or designation .
 Date of last calibration .
 Has the calibration been fully
 verified during the past year .

AUTO-ALARM (if fitted)

Maker's name . . .
 Type No. or designation

RADIOTELEPHONY

Particulars to be inserted in case of Ships requiring safety convention Certificates

Requirements of
 Chapter of the
 Convention

Actual Provision

Hours of listening by operator (Rule 26)
 Number of Operators (Rule 25)

INSTALLATION

Maker's Name		Type and Number	Situation in Ship	Frequencies	
				Trans- mitting	Receiving
<hr/>					
<hr/>					
Source of Electrical Energy				Type of Direction-Finder (if fitted)	
Main	Emergency (if required by Rule 23)				
<hr/>					

REMARKS

NOTE.—The Radio Inspector should include in this space particulars of exemptions granted and the authority for such exemptions.

SURVEYOR'S REMARKS

DECLARATION TO BE MADE BY SHIP SURVEYOR

DECLARATION TO BE MADE BY
NAUTICAL SURVEYOR

I HEREBY DECLARE

I HEREBY DECLARE

that on I completed that on..... I completed
the inspection of (a)..... the inspection of (a).....
of of.....
Official Number..... and that : Official Number.....

1. the hull of the ship is sufficient for the service intended and in good condition.

1. the life-saving appliances, the pilot ladders, the lights, shapes and the means of making sound, distress and light signals, the compasses and the depth sounding devices are sufficient for the service intended and in good condition.

2. the hull, watertight subdivision arrangements and details, structural protection against fire, means of escape, guard rails, stanchions and bulwarks, comply with the Indian Merchant Shipping (Construction and Survey of Passenger Steamers) Rules, 1956.

2. the lifeboats, davits and lifeboat winches, the launching gear and lifeboat equipment and other life-saving appliances comply with the Life-Saving Appliances Rules.

3. the subdivision load lines assigned to the ship are marked on the ship's sides.

4. the required stability information is on board.

5. the shelter for unberthed passengers is such and in such condition as is required by the Merchant Shipping Act.

6. The various unberthed passenger pilgrim compartments comply with the rules as regards light ventilation and means of egress, and measurement for the numbers for which they are fitted.

7. the fresh water supply stations, latrines and wash places comply with the rules.

8. In my judgment the ship as regards the items mentioned above is fit to ply
on international voyages
on short international voyages.
on voyages within the Indian Home Trade limits.

9. in my judgment the ship is fit to carry the number of passengers shown on page— of this form under the conditions there indicated provided there is no encumbrance of the space measured for passenger accommodation.

10. in my judgment the ship as regards the items mentioned above will be sufficient until (b)

Dated at.....
this.....day of.....19.....

Ship Surveyor

Nautical Surveyor.

(a) Delete and initial any items you did not survey.

(b) Insert date or dates.

DECLARATION TO BE MADE BY THE RADIO INSPECTOR

I hereby declare:

1. That on.....at..... I completed the inspection* of the S.S./M.V.....of.....
Official Number.....

2. @That the ship as regards the radiotelephone installation is in my judgment fit to ply on an international voyage.

or

That the ship as regards radiotelegraphy and direction-finder is in my judgment fit to ply on**.

(a) a voyage of any kind;

* If the survey was partial, state what parts were surveyed.

@ Delete the alternative which does not apply.

** Delete the lines which do not apply.

3. the pilot ladders comply with the Indian Merchant Shipping (Pilot Ladders) Rules, 1956.

4. the ship is provided with such navigation lights, shapes and means of making sound, distress and light signals as are required by the International Collision Regulations, the Rules for Distress Signals and the Merchant Shipping Act.

5. the compasses and depth sounding devices comply with the rule requirements.

6. the certificates of the master and mates are such as are required by the Merchant Shipping Act.

7. In my judgment the ship as regards the items mentioned above is fit to ply

on international voyages
on short international voyages
on voyages of class—within the Indian Home Trade.

8. the required stability information is on board.

9. in my judgment the equipment mentioned above will be sufficient until (b)

Dated at.....
this.....day of.....19...

- (b) a voyage within the limits in which a range of reception on frequencies from 15 to 20, 100 to 160 and 160 to 4,000 kilocycles is permissible;
- (c) a voyage on which, having regard to the radio personnel carried, the hours at sea must not exceed.....% hours until.

3. That, having regard to the tonnage of the ship and the voyages on which she is fit to ply, the radiotelegraphy/radiotelephony installation complies with the Radio Rules.

4. That the direction-finder complies with the Direction-Finders Rules.

5. That the certificates of the radio personnel are such as are required by those Rules.

6. That the telegraphy installation for lifeboats comply with Life Saving Appliances Rules and Radio Rules.

Dated at.....this.....
day of.....19....

.....
Radio Inspector.

DECLARATION TO BE MADE BY ENGINEER AND SHIP SURVEYOR

I hereby declare:—

that on.....I completed the inspection of

(a) of..... Official Number
..... and that

1. the hull, machinery and equipments of the ship are sufficient for the service intended and in good condition.

2. the hull, watertight sub-division arrangements and details, watertight doors, bilge pumping arrangements, electrical installations, structural protection against fire, automatic sprinkler, fire alarm and fire detection systems, provision for cinematograph exhibitions, main and auxiliary machinery, compasses, depth sounding devices, anchors, cables, hawsers and warps, means of escape, guard rails, stanchions and bulwarks comply with the Indian Merchant Shipping (Construction & Survey of Passenger Steamers) Rules, 1956.

3. the lifeboats, davits and lifeboat winches, the launching gear and lifeboat equipment and other life-saving appliances comply with the Life-Saving Appliances Rules.

4. the appliances for the prevention, detection and extinction of fire comply with the Indian Merchant Shipping (Fire Appliances) Rules, 1956.

5. the pilot ladders comply with the Pilot Ladders Rules.

6. the ship is provided with such navigation lights, shapes and means of making sound, distress and light signals as are required by the International Collision Regulations, the Rules for Distress Signals and the Merchant Shipping Act.

7. the certificates of the master, mates, engineers and radio operators are such as are required by the Merchant Shipping Act, 1956.

8. the sub-division load lines assigned to the ship are marked on the ship's sides.

9. the required stability information is on board.

10. the shelter for unberthed passengers is such and in such condition as is required by the Merchant Shipping Act.

% Insert 8 or 48 as the case may require.

† Insert date.

(a) Delete and initial any items which you did not survey.

11. the distilling apparatus is in good working order.
12. the various unberthed passenger/pilgrim compartments comply with the rules as regards light, ventilation and means of egress, and measurement for the numbers for which they are fitted.
13. the fresh water supply stations, latrines and wash places comply with the rules.
14. the ship supplied with the navigation instrument required by rules.
15. in my judgment the ship as regards the items mentioned above is fit to ply—
 - on international voyages,
 - on short international voyages,
 - on voyages within the Indian Home Trade limits stated on pages..... of this form.
16. in my judgment the ship is fit to carry the number of passengers shown on page..... of this form under the conditions where indicated provided there is no encumbrance of the space measured for passenger accommodation.
17. in my judgment the ship as regards the items mentioned above will be sufficient until (b).

Dated at.....this.....
day of.....

.....
Engineer and Ship Surveyor.

NOTICE

When this Declaration has been completed by the Surveyors it is to be given to the Owner, Agent or Master who is required by Section 224 of the Merchant Shipping Act, 1958 to transmit it to the Principal Officer, Mercantile Marine Department within fourteen days after the date of its receipt. The same Section provides that the Owner, Agent or Master shall forfeit a sum not exceeding Rupees Five for every day that the sending of the Declaration is delayed beyond this period of fourteen days.

.....
This Declaration was (handed) (sent by post) to.....
on the..... day of.....19.....

.....
Principal Officer or Surveyor.

.....
This Declaration was received on the.....day of.....19...
and is returned to the Mercantile Marine Department this.....
day of.....19....

Name and address of the Person to
whom the Certificate is to be
delivered on application.

The ship is scheduled to sail on theday of.....19.....

.....
(Owner) (Agent) (Master).

(b) Insert date or dates.

SCHEDULE II

[See rule 4(1)]

No.

CERTIFICATE OF SURVEY



Issued by the
Govt. of India.

For a Foreign-going Passenger Ship
Home Trade

STEAM } "SHIP"
MOTOR }

Owner or Agent

Port of Registry	Official number	Tonnage	
		Gross	Registered

RADIO REQUIREMENTS

	Requirements of Regulations	Actual Provision
Hrs. of Listening by operator	.	.
No. of operators	.	.
Whether fitted with auto-alarm	.	.
Whether main installation fitted	.	.
Whether emergency installation fitted	.	.
Whether main & emergency transmitters electrically separated or combined.	.	.
Whether direction finder fitted	.	.
Number of passengers for which certified	.	.

SUB-DIVISION LOADLINES

Sub-Divisional loadlines assigned and marked on the ship's side at amidships	Freeboard	To apply when the following alternative spaces are adapted for the carriage of passengers
------------------------------------------------------------------------------	-----------	-------------------------------------------------------------------------------------------

NUMBER OF PASSENGERS AND CREW

Number of Passengers*				Crew	Total Passengers and Crew
First Class	Second Class	Third Class	Unberthed passengers		

*NOTES 1.—Two children between one and twelve years of age are to be reckoned as one passenger.

2. All Cabin passengers are to have the use of sufficient promenade space on deck.
3. If any of the space measured for passengers is occupied by cargo, cattle or stores, the number of passengers for which the space so occupied was measured is to be deducted from the numbers stated above.
4. On any voyage on which this ship may be cleared as an Unberthed passengers Ship or as a Pilgrim Ship the number of passengers is governed by the Certificate granted for that voyage, and not by this certificate.

BOATS AND LIFE-SAVING APPLIANCES

Boats capable of accommodating	persons.
Life-rafts capable of accommodating	persons.
Buoyant apparatus capable of supporting	Persons.
Life-Buoys	
Life-Jackets	
Certificated life-boatmen	

This is to certify that the provisions of the Merchant Shipping Act, 1958, relating to the survey of passenger ships have been complied with, and that the abovementioned ship is fit to ply as a Foreign going ship with number of passengers stated above.
Home Trade ship

This certificate, unless previously cancelled or suspended remains in force until the day of 19 . If the ship is then out of a port of survey, she must be surveyed and have a new Certificate before she begins to ply with passengers after her next subsequent return to a port of survey.

Signed by order of the Government of India, this day of 19 .

Registered.

Principal Officer,
Mercantile Marine Department, District

1. Either this Certificate, or the duplicate thereof, furnished by the Government of India, is to be put up in a conspicuous place on board the ship so as to be legible to all persons on board, and to be kept so put up and legible which the Certificate remains in force and the ship is in use, otherwise the owner or master shall be liable to a fine which may extend to two hundred rupees.

2. If the number of passengers carried exceeds the number allowed by this Certificate, the owner, agent or master will be liable to fine which may extend to one thousand rupees.

3. In any case of an accident occasioning loss of life or any material damage affecting the seaworthiness or efficiency of the vessel either in the hull or in any part of the machinery a report by letter signed by the owner, agent or master is to be forwarded to the Principal Officer, Mercantile Marine Department, District within 24 hours after arriving in port or as soon thereafter as possible.

4. The Central Government may require the ship to be re-surveyed to such extent as it may think fit if it has reason to believe that since the making of the last Declaration of survey any alteration has been made in the ship's hull, equipments or machinery which affects the efficiency thereof or her seaworthiness, or that her hull, equipments or machinery have sustained any injury or are otherwise insufficient, and if such requirement is not complied with he may cancel this Certificate.

N.B.—Any communication addressed relative to this ship should state the name, port of registry, and official number of the ship and the number of this certificate.

[No. 3-ML(18)/62.]

G.S.R. 455.—In exercise of the powers conferred by section 457 of the Merchant Shipping Act, 1958 (44 of 1958) and in supersession of all previous rules and orders on the subject, the Central Government hereby makes the following rules, namely:—

1. Short Title and Commencement.—(1) These rules may be called the Merchant Shipping (Shipping Office Forms) Rules, 1963.

(2) They shall come into force at once.

2. Definitions.—In these rules—

(a) "Act" means the Merchant Shipping Act, 1958;

(b) "Form" means a form set out in the Schedule to these rules.

3. Change in Crew.—The statement of changes in the crew of a ship referred to in section 105 of the Act shall be in Form I.

4. Inward and Outward Clearances.—The certificates mentioned in sub-sections (1) and (4) of section 106 of the Act shall be in Forms II and III respectively.

5. Register of Young Persons.—The register of young persons referred to in section 112 of the Act to be kept by the master in the case of every Indian ship and every other ship which engages young persons in India, where there is no agreement with the crew, shall be in Form IV.

6. Wages and Property of Seamen Left Behind.—Whenever a seaman or apprentice is left behind, the form of the statement of the amount due to the seaman or apprentice, the property left on board and the expenses incurred by the master or owner as a result of the absence of such seaman or apprentice referred to in sub-section (2) of section 122 of the Act and the form of the receipt of the Shipping Master referred to in sub-section (3) thereof shall be as set out in Forms V and VI.

7. Account of Wages.—The account of wages of seamen and of the deductions to be made therefrom to be delivered under section 125 of the Act shall be in Form VII.

8. Release.—The release referred to in sub-section (1) of section 130 of the Act shall be in Form VIII.

9. Allotment Note.—The form of the allotment note referred to in section 136 of the Act shall be in Form IX.

10. Wages and Property of Deceased Seamen.—The statement of the property of a deceased seaman or apprentice to be given to a consular officer or shipping master in accordance with section 153 of the Act shall be in Form X.

11. Official Log Book.—The Official Log Book which shall be kept by every Indian ship except a home-trade ship of less than two hundred tons gross shall be in Form XI.

MERCHANT SHIPPING ACT, 1958 (44 of 1958)

Changes in crew *Section 105.*—The master of every foreign-going Indian ship and of every home-trade Indian ship of two hundred tons gross or more, the crew of which has been engaged before a shipping master, shall before finally leaving the port where the engagement took place, sign and send to the nearest shipping master a full and accurate statement in the prescribed form, of every change which has taken place in his crew, and that statement shall be admissible in evidence.

NOTE: If a master fails without reasonable cause to comply with the requirements of section 105, he shall be liable to a fine which may extend to fifty rupees—*vide* section 436(2) of the Merchant Shipping Act, 1958.

Eng.2.



FORM No. I

Masters are requested to fill up the form and return it without delay to the Shipping Master at any port where changes have taken place in their crews.

ACCOUNT OF CHANGES MADE IN THE CREW OF A FOREIGN-GOING SHIP OR A HOME-TRADE SHIP OF TWO HUNDRED TONS GROSS OR MORE

[See rule 3 of the Merchant Shipping (Shipping Office Forms) Rules, 1963]

Name of Ship	Official Number	Port of Registry
--------------	-----------------	------------------

Name and Address of Master and No. of his Certificate.

Shipping Office at which Agreement was first opened and the date.

Description of Voyage or Employment.

Date	Place
------	-------

I hereby declare to the truth of the entries in this account of changes in the crew which is
this day of 19

Forwarded to the shipping Master at

Signature of Master.

NOTICE

The Continuous Discharge Certificates of men who have left the ship are to be forwarded to the Shipping Master with this form.

No entries or marks of any kind are to be made in the certificates.

PART I—*Seamen who have failed to join, deserted or otherwise left the ship.*

Name in Full	Date and Place of Signing Agreement		Capacity in the case of Mate or Engineer, also the No. of Certificate	No. of Continuous Certificate of Discharge and Registration Number
	Date	Place		
1	2	3	4	5

Particulars of leaving the ship			Report of character		If the Continuous Discharge Certificate is not forwarded with this form, state the reason
Date	Place	Cause	Ability	Conduct	
6	7	8	9	10	11

PART II—Deaths of members of the crew.

Date and Place of Death		Name in full	Sex	Age	Rating
Date	Place				
12	13	14	15	16	17

Nationality (stating birth place)	Last place of Abode	Cause of Death*
18	19	20

PART III—*Substitutes engaged*

Name in full	Age	Nationality (if a citizen of India, state birth place)	ADDRESSES			Ship in which he last served and year of discharge therefrom	
			(1) Name and rela- tionship of next -of- kin.	(2) Home Address	(3) Address of next- -of-kin	Year	Name and Official No. and port to which he belonged
21	22	23	24			25	26
			(1) }				
			(2) }				
			(3) }				
			(1) }				
			(2) }				
			(3) }				

Date and Place of signing agreement		In what capa- city engaged, No. of certifi- cate (if any) and C.D.C. and Reg. No.	Amount of wages per calen- dar month	Advances	Amount of monthly allotment	
Date	Place				(i) Name of Allottee	(ii) Relationship
					(iii) Postal Address	
27	28	29	30	31		32

*1. If the cause of death is from disease, the name or nature of the same should be stated.

2. When the cause of death is accidental the circumstances attending the accident should be fully stated.

3. If at the time of an accidental death the ship sustained any damage, loss of gear, cargo etc., the nature of such damage or loss should be stated; if no damage or loss was sustained, it should be so stated.

4. When the death is occasioned by any other cause, e.g., suicide, murder, etc., full particulars of the same should be stated, and copy of log entries attached. If a citizen of India, state place of birth, and if born in a foreign country, state whether a natural born citizen of India or naturalised. The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the certificate of discharge as Engine Drivers, Donkeymen, Refrigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers; boys entirely employed in connection with the work of Cooks and Stewards should be described as Cabin Boys, not merely as boys.

FORM No. II



Issued by the
Govt. of India
No.....]

FOREIGN-GOING OR HOME-TRADE
SHIP OF TWO HUNDRED TONS GROSS
OR MORE

[See rule 4 of the Merchant Shipping (Shipping
Office Forms) Rules, 1963]

Name of Master.....

Name of Ship

Name of Owners/Agents

Official Number.....

Port of Registry

Gross

Net

Next port of call.....

Date.....

Shipping Master

FORM No. II.



Issued by the
Govt. of India
No.....

FOREIGN-GOING OR HOME-TRADE SHIP OF TWO HUNDRED TONS GROSS OR MORE

Certificate for Clearing outwards

[See rule 4 of the Merchant Shipping (Shipping Office Forms) Rules, 1963]

Name of Master	Name of Ship	Official Number	Port of Registry	Regd. Tonnage

Description of Voyage.—

I CERTIFY that the Master of this ship has complied with the provisions of the Merchant Shipping Act, 1958.

Dated at.....
.....day of.....19...

Shipping Master.



Issued by the
Govt. of India
No.

FOREIGN-GOING OR HOME-TRADE
SHIP OF TWO HUNDRED TONS GROSS
OR MORE

[See rule 4 of the Merchant Shipping (Shipping Office Forms) Rules, 1963]

Name of Master

Name of Ship

Name of Owners/Agents

Official Number

Port of Registry

Gross

Net Tonnage

Whence arrived

Date

Shipping Master.



Issued by the
Govt. of India
No.

FOREIGN-GOING OR HOME-TRADE SHIP OR TWO HUNDRED TONS GROSS OR MORE

Certificate for Clearing Inward

[See rule 4 of the Merchant Shipping (Shipping Office Forms) Rules, 1963]

Name of Master	Name of Ship	Official No.	Port of Registry	Regd. Tonnage
Port of Discharge		Whence arrived		

I CERTIFY that the above-named Master has this day deposited with me his Agreement, Official Log Book, also a list of his crew, and all other documents required, in accordance with the provisions of the Merchant Shipping Act, 1958 (44 of 1958).

Dated at

..... day of 19.....

Shipping Master.



FORM No. IV.

REGISTER OF YOUNG PERSONS

[See rule 5 of the Merchant Shipping (Shipping Office Forms) Rules, 1963].

Issued by the
Govt. of IndiaList of young persons under eighteen years of age employed as members of the
crew of on a voyage from to

Serial No.	Name full	Date of Birth	Nationality stating birth- place	Capacity	Date of joining	Date of discharge
---------------	--------------	------------------	-------------------------------------------	----------	--------------------	----------------------

Signed by

Master,

on the

day of

19

NOTE.— Under the Merchants Shipping Act, 1958, every Master of an Indian Ship and every master of any other ship which engages young persons in India is required (under a penalty of Rs. 200/- for failure) to keep, if there is no agreement with the crew, a register of young persons with particulars of the dates of their birth and of the dates on which they became or ceased to be members of the crew.

PART No. V

Port of

Account of Wages and Effects of a deserting Seaman or a Seaman left behind.

[See rule 6 of the Merchant Shipping (Shipping Office Forms) Rules, 1963]

Issued by the
Govt. of India

Name of ship	Official Number	Port of Registry	Name of Master	Description of voy- age or employment
--------------	--------------------	------------------	----------------	------------------------------------------

Name of Seaman C.D.C./ Registration No. and Capacity	Reference No. in Agreement	Date and Port of Engagement*	Time of Desertion or leaving behind	Place of Desertion or leaving behind
---------------------------------------------------------	----------------------------------	---------------------------------	----------------------------------------------	--------------------------------------------

Birth-place & Nationality	Age	Married or Single	If married, name and Residence of Wife	If any children, Name and res- idence of Father and Mother or of the nearest known Relation
---------------------------------	-----	-------------------------	----------------------------------------------	------------------------------------------------------------------------------------------------------------

*If the Seaman's name is not on the articles, in this space must be entered the date of his being sent on board the ship; and in such case, here state by whom and where he was sent on board, and any other particulars.

DEDUCTIONS

Wages, Money, Clothes and other effects	Amount	Notice to masters : For all deductions made, reasons must be given to the satisfaction of the Shipping Master; and when possible, they should be proved by receipts or entries in the Official Log Book	Initials of Shipping Master checked against each item
-----------------------------------------	--------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------

	Particulars of deductions	Amount
<hr/>		
Wages at Rs.		
Per		
<hr/>		
Month Days		
For		
<hr/>		
Money in possession of the Seaman		
TOTAL Deductions as per Account		
Net Amount	Total	

I HEREBY declare that the above is a true and correct account of the Money, Wages and Effects of the above-named seaman and that a full inventory of his effects delivered to the Shipping Master is entered on the reverse of this form.

Dated this day of 19

Signature of the Master of the Ship.

I HEREBY Certify that I have examined the above account, and compared the Inventory with the Official Log Book, which is attested by the Master (and/or) one of the Crew, and that the above is a true copy thereof. The balance of the account has been paid and the articles have been delivered to me.

This day of 19

Shipping Master.

Inventory of Effects belonging to delivered to

The above mentioned Articles are contained in*

*Master
S.S./M.V.*

*Here state the number and description of packages.

NOTE.—Valuables and foreign currency should be kept in a separate cover and handed over to the Shipping Master by the Ship-Master personally.

FORM No. VI.



Issued by the
Govt. of India

NO.

Receipt for Wages, Effects, etc.,

Port of... ..

(See rule 6 of the Merchant Shippings(Shipping Office Forms) Rules, 1963).

Name of Ship and Official No.

Name of Master/Agents.

RECEIVED the sum of Rupees nP. in respect
of the undermentioned seaman :—

Seaman's Name, CDC and Re- gistration No. and other details of credit	Rating	Amount	Where left, or discharged	Particulars off effects (if any, delivered to the Shipping Master
	1	2	3	4

Total

Shipping Office,

Port of

r)

Signature of Master.



COUNTERFOIL FORM No. VII
ACCOUNT OF WAGES



ACCOUNT OF WAGES

FORM No. VII

Issued by the
Govt. of India
[See rule 7 of the Merchant Shipping (Shipping Office
Forms) Rules, 1963.]

Issued by the
Govt. of India
[See rule 7 of the Merchant Shipping (Shipping Office Forms) Rules, 1963]

Should be filled in and retained by the Master for the satisfaction of Ship Owners.				Name of Ship and Official Number	Name of Master	Description of Voyage or Employment.		
Name of Ship and Official Number		Name of Seaman		Name of Seaman	Reference No. in Agreement	Date and Port of Engagement	Date of Discharge	Rate of Wages
Reference No. in Agreement	Date and Port of Engagement	Date of Discharge	Rate of Wages					
				Amount		Deductions		Amount
				Rs. nP.				Rs. nP.
Wages Rs. nP. Rs. nP.				1. Wages		1. Advances on Joining		
for Months days				for Months days.		2. Cash Advances during voyage		
				2. Holiday Pay		3. Supplies		
				3. Increase in wages		4. Fines and Forfeitures		
				4. Other emolument		5. S. & D. fees		
				(Overtime etc.)				
Total of Wages.								
Deductions—				Deductions as per contra				
1. Advance on joining								
2. Cash advances during voyage								
3. Supplies								
4. Fines and Forfeitures								
5. S. & D. Fee								
Total Deductions				Balance due		Total Deductions		
Balance due								
Dated at the Port of this day of 19				Dated at the port of this day of 19				
Signature of Master						Signature of Master.		

NOTICE TO MASTER—One of these accounts must be filled up and delivered to each member of the crew before he is paid off, under a penalty not exceeding Rs. 50/- and no deductions will be allowed unless duly inserted.

FORM No. VIII

To be returned to the shipping Master witnessing the discharge of the seaman

[See rule 8 of the Merchant Shipping (Shipping Office Forms) Rules, 1963].

RELEASE ON TERMINATION OF SERVICE WITH NOTE OF EXCEPTED
CLAIMS (IF ANY).Issued by the
Govt. of India

Port

Name of Ship and Port of Registry	Name of Master	Name of Owner & Local Agent	Description of Articles
-----------------------------------	----------------	-----------------------------	-------------------------

Official Number	Date and Place of Opening Agreement	Date of Termination of Voyage	Place of Termination of Voyage	Cause of discharge
-----------------	-------------------------------------	-------------------------------	--------------------------------	--------------------

I _____ the undersigned _____ member
We _____ members
said ship and the master and owner or owners thereof, from all claims for wages or otherwise, in respect of the above-named voyage except as regards the claims or demands which are specified on the back hereof and identified by my signature

the signatures of respective seamen notifying such excepted
claims or demands

And I, the master, do hereby release the said under signed _____ member
members of the crew from all claims

respect of the said voyage.

Dated the _____ day of _____ 196 .

Master.

Reference No. in Agreement	Name of Seaman with CDC/Regn/Certificate No.	Signature of Seaman	Nationality, if Indian, state birth-place	Balance of Wages Paid	Character Ability	Report Conduct
----------------------------	----------------------------------------------	---------------------	-------------------------------------------	-----------------------	-------------------	----------------

I attest the execution of the above release in my presence subject to the exception above referred to (if any).

(Signed)

Signature of official before whom release
was signed with official seal.

Note of specified claims or demands excepted from and entered by the respective seamen whose signatures appear below, upon signing the release on the preceding pages hereof.

Reference No. in Agreement	Names of Seamen	Signatures of Seamen	Claims or Demands referred to above	Signature of Official Witnessing release
----------------------------	-----------------	----------------------	-------------------------------------	------------------------------------------



FORM No. IX.

SEAMAN'S ALLOTMENT NOTE

[See rule 9 of the Merchant Shipping (Shipping Office Forms) Rules, 1963]

Issued by the
Govt. of India

A. Ship in which Seaman is engaged

B. Name etc. of Seaman by whom Allotment is made

Name, Port of Registry and Official No. of Ship

Full Name of Seaman C.D.C. and Registration No.

Rating

C. Relation in whose favour or purpose for which this Allotment Note is given.

Name and address of Relation

Degree of Relationship

Purpose

To whom payable

D. Amount and Particulars of Allotment

Amount in Rs.

If Allotment is to be remitted by M.O. state particulars here

Date when first Payment is to be made

Figures

Words

The Seaman named in division B above, having entered into an Agreement to serve in the Ship named in division A above, and having required that a stipulation be inserted in the Agreement for the allotment of part of his wages by means of an allotment note, and such stipulation having been inserted pursuant to section 136 of the Merchant Shipping Act, 1958, I, the undersigned, being the Master¹ of the said ship, give this Allotment Note for the amount named in division D above in favour of the relative/purpose named in division C above.

Payable by

Master¹
Seaman
Witness
Shipping Master.

¹. If the Owners or Agents give the note, this must be altered accordingly.



FORM NO. X

PORT OF

*Account of Wages and Effects of a Deceased Seaman.*Issued by the
Govt. of India

[See Rule 10 of the Merchant Shipping (Shipping Office Forms) Rules, 1963].

Name of Ship	Official Number	Port of Registry	Name of Master	Description of voyage or Employment
--------------	-----------------	------------------	----------------	-------------------------------------

Name of Seaman and C.D.C./Registration No. and Capacity	Reference No. in Agreement	Date and Port of Engagement*	Time of Death	Place of Death	Cause of Death
---------------------------------------------------------	----------------------------	------------------------------	---------------	----------------	----------------

Birthplace & Nationality	Age	If any Will has been made, Name and Address of Executor	Married or Single	If Married, name and Residence of Wife	If any children, their names and ages	Name and residence of Father and Mother or of the nearest known Relation
--------------------------	-----	---------------------------------------------------------	-------------------	----------------------------------------	---------------------------------------	--------------------------------------------------------------------------

Wages, Money, Clothes and Other Effects	Amount	DEDUCTIONS	Initials of Shipping Master against each Item checked
		Notice to Masters: For all deductions made, reasons must be given to the satisfaction of the Shipping Master; and when possible, they should be proved by receipts or entries in the Official Log Book	
		Particulars of Deductions	Amount

Wages at
Rs.

Per

Months Days

For

Money in possession of the
Seaman

TOTAL

Deductions as per account

Net Account

TOTAL

*If the Seaman's name is not on the articles, in this space must be entered the date of his being sent on board the ship; and in such case, here state by whom and where he was sent on board, and any other particulars.

I HEREBY declare that the above is a true and correct account of the Money, wages and Effects of the above-named Seaman and that a full inventory of his effects delivered to the Shipping Master is entered on the reverse of this form.

Dated this day of 19 .

Signature of the Master
of the Ship.

I HEREBY certify that I have examined the above Account, and compared the Inventory with the Official Log Book, which is attested by the Mate and one of the Crew, and that the above is a true copy thereof. The balance of the account has been paid and the articles have been delivered to me.

This day of 19....

Shipping Master.

Inventory of Effects belonging to
delivered to..

The above mentioned Articles are contained in *

Master,
S. S./M.V.

*Here state the number and description of packages.

NOTE: Valuable and Foreign currency should be kept in a separate cover and handed over to the Shipping Master by the Ship-Master personally.

FORM No. XI



Issued by the Govt. of India

OFFICIAL LOG BOOK

for either

A FOREIGN-GOING OR A HOME-TRADE SHIP OF 200 TONS GROSS AND ABOVE

[See rule 11 of the Merchant Shipping (Shipping Office Forms) Rules, 1963.]

Name of ship	Official No.	Port of Registry	Registered Tonnage		Name of Master	No. of his Certificate
			Gross	Net		

Port at which and date when
voyage commenced

Nature of the voyage or
employment

Port at which and date
when voyage terminated

Port.....

Date.....

Delivered to the Shipping Master at the
 Port of on day of 19

Countersigned Shipping Master Master
 Address

IMPORTANT NOTE.—Directions as to keeping official logs and extracts from the Merchant Shipping Act, 1958 are printed at the beginning and at the end of this book and also at the top and/or bottom of each page where applicable.

DIRECTIONS AS TO KEEPING OFFICIAL LOGS.

The importance of keeping this book properly, and duly making all the entries at the proper time, and with the strictest regard to form, cannot be too strongly impressed on shipmasters. By neglecting to do so shipmasters render themselves liable to heavy penalties, and their owners to serious loss whilst members of their crew will suffer inconvenience from not being able to obtain records of their services. The absence of proper entries will also prevent fines or forfeitures from being enforced and will tend to prevent the maintenance of discipline.

Care must be taken whenever there is a change of master to see that documents handed over are up-to-date.

Entries must be made in order of date, and no blanks should be left.

If any entry in the Official Log relates in any way to a member of the crew the page number is to be entered against the man's name in the Official Log and Index.

NOTE.—It is very desirable that the following entries should be made in the Official Log Book:—

1. Every case in which the allowance of provisions is reduced, together with the quantity, or quantifies, of the article, or articles so reduced.
2. Every case in which a member of the crew is promoted to a higher grade of service with the date of such promotion, the grade and the rate of wages which the seaman is to receive.
3. In cases of illness, frequent entries (daily if possible) showing the progress and treatment of the patient.
4. Every case of drunkenness or misconduct on the part of any certificated Mate or Engineer, whether the Master wishes the case to be investigated or not.
5. Every important accident or damage to ship or cargo.

The following are the chief statutory provisions relating to Official Logs:—

MERCHANT SHIPPING ACT, 1958.

Official logs to be kept to be dated.

212. (1) An official log shall be kept in the prescribed form in every Indian ship except a home-trade ship of less than two hundred tons gross.

(2) The official log may, at the discretion of the master or owner, be kept distinct from or united with the ordinary ship's log so that in all cases the spaces in the official log book be duly filled up.

Entries in official log books how and when to be made.

213. (1) An entry required by this Act in the official log book shall be made as soon as possible after the occurrence to which it relates, and, if not made on the

same day as that occurrence, shall be made and dated so as to show the date of the occurrence and of the entry respecting it and if made in respect of an occurrence happening before the arrival of the ship at her final port of discharge, shall not be made more than twenty-four hours after that arrival.

(2) Save as otherwise provided in this Act, every entry in the official log book shall be signed by the master and by the mate or some other member of the crew and also—

(a) if it is an entry of injury or death, shall be signed by the medical officer on board, if any; and

(b) if it is an entry of wages due to or the property of a seaman or apprentice who dies, shall be signed by the mate and by some member of the crew besides the master.

(3) Every entry made in an official log book in the manner provided by this Act shall be admissible in evidence.

Entries required to be made in official log books.

214. (1) The master of a ship for which an official log is required shall enter or cause to be entered in the official log book the following matters, namely:—

(a) every conviction by a legal tribunal of a member of his crew and the punishment inflicted;

(b) every offence committed by a member of his crew for which it is intended to prosecute or to enforce a forfeiture or exact a fine, together with such statement concerning the reading over of that entry and concerning the reply (if any) made to the charge as is by this Act required;

(c) every offence for which punishment is inflicted on board and the punishment inflicted;

(d) a report on the quality of work of each member of his crew; or a statement that the master declines to give an opinion thereon with a statement of his reasons for so declining;

(e) every case of illness, hurt or injury happening to a member of the crew with the nature thereof and the medical treatment adopted (if any);

(f) every case of death happening on board and the cause thereof, together with such particulars as may be prescribed;

(g) every birth happening on board, with the sex of the infant, the names of the parents and such other particulars as may be prescribed;

(h) every marriage taking place on board with the names and ages of the parties;

(i) the name of every seaman or apprentice who ceases to be a member of the crew otherwise than by death, with the place, time, manner and cause thereof;

(j) the wages due to any seaman or apprentice who dies during the voyage and the gross amount of all deductions to be made therefrom;

(k) the money or other property taken over of any seaman or apprentice who dies during the voyage;

(l) any other matter which is to be or may be prescribed for entry in the official log.

(2) The master of every such ship, upon its arrival at any port in India or at such other time and place as the Central Government may with respect to any ship or class of ships direct, shall deliver or transmit, in such form as the Director-General may specify, a return of the facts recorded by him in respect of the birth of a child, or the death of a person on board the ship to the Director-General.

Offences in respect of official logs.

215.—(1) An official log book shall be kept in the manner required by this Act, and an entry directed by this Act to be made therein shall be made at the time and in the manner directed by this Act.

(2) No person shall make or procure to be made or assist in making any entry in any official log book in respect of any occurrence happening previously to the arrival of the ship at her final port of discharge more than twenty-four hours after such arrival.

Delivery of official logs to shipping masters.

216.—The master of every ship for which an official log book is required to be kept under this Act shall, within forty-eight hours after the ship's arrival at her final port of destination in India or upon the discharge of the crew, whichever first happens, deliver the official log book of the voyage to the shipping master before whom the crew is discharged.

Official logs to be sent to shipping master in case of transfer of ship or loss.

217.—(1) If for any reason the official log ceases to be required in respect of an Indian ship, the master or owner of the ship shall, if the ship is then in India within one month, and if she is elsewhere within six months, after the cessation, deliver or transmit to the shipping master at the port to which the ship belonged the official log book duly completed up to the time of cessation.

(2) If a ship is lost or abandoned, the master or owner thereof shall, if practicable and as soon as possible, deliver or transmit to the shipping master at her port of registry the official log book, duly completed up to the time of the loss or abandonment.

NOTE.—(1) If the master of a ship or any person fails without reasonable cause to comply with the provisions of the above sections, he shall be liable to a fine to the extent shown below, *vide* S436(2) of the Merchant Shipping Act, 1958:—

(a) S.214(2)—Fine which may extend to one-hundred rupees.

(b) S. 215(1)—Fine which may extend to fifty rupees, if no other penalty is provided in the Act.

(c) S. 215(2)—Fine which may extend to three-hundred rupees.

(d) S. 216—Fine which may extend to two-hundred rupees.

(e) S. 217—Fine which may extend to one-hundred rupees.

(ii) If any person wilfully destroys or mutilates or renders illegible any entry in any official log book or wilfully makes or procures to be made or assists in making a false or fraudulent entry in or omissions from an official log book, he shall be liable to imprisonment which may extend to one year.

EXTRACTS FROM THE MERCHANT SHIPPING ACT, 1958 RELATING TO MASTERS AND SEAMEN.

Special provisions with regard to agreement with crew of Indian ships.

103.—(1) The following provisions shall have effect with respect to every agreement made in India with the crew of an Indian ship, namely:—

(a) the agreement shall, subject to the provision of this Act as to substitutes, be signed by each seaman in the presence of a shipping master;

(b) the shipping master shall cause the agreement to be read over and explained to each seaman, in a language understood by him or shall otherwise ascertain that each seaman understands the same before he signs it, and shall attest each signature;

(c) when the crew is first engaged, the agreement shall be signed in duplicate, and one part shall be retained by the shipping master, and the other part shall be delivered to the master and shall contain a special

place or form for the descriptions and signatures of substitutes or persons engaged subsequently to the first departure of the ship;

- (d) when a substitute is engaged in the place of a seaman who has duly signed the agreement and whose services are within twenty-four hours of the ship's putting to sea lost by death, desertion or other unforeseen cause, the engagement shall, if practicable, be made before a shipping master, and if not practicable, the master shall, before the ship puts to sea, if practicable, and if not, as soon afterwards as possible, cause the agreement to be read over and explained to the substitute; and the substitute shall thereupon sign the same in the presence of a witness, who shall attest the signature.

(2) In the case of an agreement made in India with the crew of a foreign-going Indian ship, the following provisions shall have effect in addition to the provisions specified in sub-section (1), namely:—

- (a) the agreement may be made for a voyage of the ship or, if the voyages of the ship average less than six months in duration, may be made to extend over two or more voyages, and agreements so made are in this Act referred to as running agreements:—
- (b) a running agreement may be made to extend over two or more voyages so that it shall terminate either within six months from the date on which it was executed, or on the first arrival of the ship at her port of destination in India after the expiration of that period, or on the discharge of cargo consequent upon such arrival, whichever of these dates shall be the latest:

Provided that no such running agreement shall continue in force, if, after the expiration of such period of six months as aforesaid, the ship proceeds on a voyage from a port outside India to any other such port which is not on the direct route or a customary route to her port of destination in India;

- (c) on every return to a port in India before the final termination of a running agreement, the master shall discharge or engage before the shipping master at such port any seaman whom he is required by law so to discharge or engage, and shall upon every such return endorse on the agreement a statement (as the case may be) either that no such discharges or engagements have been made or are intended to be made before the ship leaves port, or that all those made have been made as required by law;
- (d) the master shall deliver the running agreement so endorsed to the shipping master, and the shipping master shall, if the provisions of this Act relating to agreements have been complied with, sign the endorsement and return the agreement to the master.

(3) In the case of an agreement made in India with the crew of a home-trade Indian ship of two hundred tons gross or more, the following provisions shall have effect in addition to the provisions specified in sub-section (1), namely:—

- (a) the agreement shall not be for a period longer than six months, but if the period for which the agreement was entered into expires while the ship is not in an Indian port, the agreement shall continue in force until the ship is again in an Indian port;

Provided that, except with the consent in writing of the seaman concerned, the agreement shall not continue in force for more than three months after the expiration of the period for which it was entered into;

- (b) an agreement for service in two or more ships belonging to the same owner may be made by the owner instead of by the master, and the provisions of this Act with respect to the making of the agreement shall apply accordingly.

Wages and other property of seaman or apprentice left behind.

122.—(1) If a seaman or apprentice is left behind, the master shall enter in the official log book a statement of the amount due to the seaman or apprentice in

respect of wages at the time when he was left behind and of all property left on board by him, and shall take such property into his charge.

(2) Within forty-eight hours after the arrival of the ship at the port in India at which the voyage terminates, the master shall deliver to the shipping master—

- (a) a statement of the amount due to the seaman or apprentice in respect of wages, and of all property left on board by him; and
- (b) a statement, with full particulars, of any expenses that may have been caused to the master or owner of the ship by the absence of the seaman or apprentice, where the absence is due to a contravention by the seaman or apprentice of section 191;

and, if required by the shipping master to do so, shall furnish such vouchers as are reasonably required to verify the statements.

(3) The master shall at the time when he delivers the statements referred to in sub-section (2) to the shipping master also deliver to him the amount due to the seaman or apprentice in respect of wages and the property that was left on board by him, and the shipping master shall give to the master a receipt therefor in the prescribed form.

(4) The master shall be entitled to be reimbursed out of the wages or property referred to in clause (a) of sub-section (2) such expenses shown in the statement referred to in clause (b) of that sub-section as appear to the shipping master to be properly chargeable.

Disrating of Seamen.

126.—(1) Where the master of a ship disrates a seaman, he shall forthwith enter or cause to be entered in the official log book a statement of the disrating, and furnish the seaman with a copy of the entry; and any reduction of wages consequent on the disrating shall not take effect until the entry has been so made and the copy so furnished.

(2) Any reduction of wages consequent on the disrating of seaman shall be deemed to be a deduction from wages within the meaning of sections 125 and 127.

Decision of questions by shipping masters

132.—(1) Where under the agreement with the crew any dispute arises at any port in India between the master, owner or agent of a ship and any of the crew of the ship, it shall be submitted to the shipping master,—

- (a) where the amount in dispute does not exceed three hundred rupees, at the instance of either party to the dispute;
- (b) in any other case, if both parties to the dispute agree in writing to submit the dispute to the shipping master.

(2) The shipping master shall hear and decide the dispute so submitted and an award made by him upon the submission shall be conclusive as to the rights of the parties, and any document purporting to be such submission or award shall be prima facie evidence thereof.

(3) An award made by a shipping master under this section may be enforced by a magistrate in the same manner as an order for the payment of wages made by such magistrate under this Act.

(4) Nothing in the Arbitration Act, 1940, shall apply to any master submitted to a shipping master for decision under this section.

Power of shipping master to require production of ship's papers

133.—In any proceedings under this Act before a shipping master relating to the wages, claims or discharge of a seaman, the shipping master may require the owner, master or agent or any mate or other member of the crew to produce any log books, papers, or other documents in his possession or power relating to any matter in question in the proceedings, and may require the attendance of and examine any of those persons being then at or near the place on the matter.

Rule as to payment to seamen in foreign currency

134.—Where a seaman or apprentice has agreed with the master of a ship for payment of his wages in Indian or other currency, any payment of, or on account of, his wages, if made in any currency other than that stated in the agreement, shall, notwithstanding anything in the agreement, be made at the rate of exchange for the time being current at the place where the payment is made.

Master to take charge of the effects of deceased Seamen.

152.—(1) If any seaman or apprentice engaged on any ship, the voyage of which is to terminate in India, dies during that voyage, the master of the ship shall report the death to the next-of-kin of the seaman or apprentice and to the shipping master at his port of engagement and shall take charge of any money or effects belonging to the seaman or apprentice which are on board the ship.

(2) The master shall thereupon enter in the official log book the following particulars, namely:—

- (a) a statement of the amount of money and a detailed description of the other effects;
- (b) a statement of the sum due to the deceased for wages and of the amount of deduction, if any, to be made from the wages.

(3) The said money, balance of wages and other effects are in this Act referred to as the property of the seaman or apprentice.

Master to pay and deliver property of deceased seamen

154.—(1) If the master of a ship fails to comply with the provisions of this Act with respect to taking charge of the property of a deceased seaman or apprentice, or to making in the official log book the proper entries relating thereto, or to the payment or delivery of such property, he shall be accountable for such property to the Shipping master as aforesaid, and shall pay and deliver the same accordingly.

(2) The property may be recovered in the same court and manner in which the wages of seamen may be recovered under this Act.

Ships to have sufficient provisions and water

168.—(1) All Indian ships and all ships upon which seamen have been engaged shall have on board sufficient provisions and water of good quality and fit for the use of the crew on the scale specified in the agreement with the crew.

(2) If any person making an inspection under section 170 finds the provisions or water to be of bad quality and unfit for use or deficient in quantity, he shall signify it in writing to the master of the ship and may, if he thinks fit, detain the ship until the defects are remedied to his satisfaction.

(3) The master shall not use any provisions or water so signified to be of bad quality and shall in lieu of such provisions or water, provide other proper provisions or water and he shall, if the provisions or water be signified to be deficient in quantity, procure the requisite quantity of any provisions or water to cover the deficiency.

(4) The person making the inspection shall enter a statement of the result of the inspection in the official log book, and shall, if he is not the shipping master, send a report thereof to the shipping master and that report shall be admissible in evidence in any legal proceeding.

(5) If the inspection was made in pursuance of a request by the members of the crew and the person making the inspection certifies in the Statement of the result of the inspection that the complaint was false and either frivolous or vexatious, every member of the crew who made the request shall be liable to forfeit to the owner out of his wages a sum not exceeding one week's wages.

(6) The master of the ship and any other person having charge of any provisions or water liable to inspection under this section shall give the person making the inspection every reasonable facility for the purpose.

Expenses of medical attendance in case of illness.

174.—(1) If the master of an Indian ship, or a seaman or apprentice, receives any hurt or injury or suffers from any illness (not being a hurt, injury or illness due to his own wilful act or default or to his own misbehaviour), resulting in his being discharged or left behind at a place other than his proper return port, the expenses of providing the necessary surgical and medical advice, attendance and treatment and medicine, and also the expenses of the maintenance of the master, seaman or apprentice until he is cured, or dies, or is brought back to the port from which he was shipped or other port agreed upon after receiving the necessary medical treatment, and of his conveyance to that port, and in case of death, the expenses, if any, of his burial or cremation shall be defrayed by the owner of the ship without any deduction on that account from his wages.

(2) If the master, seaman or apprentice is on account of any illness or injury temporarily removed from his ship, at a port other than his proper return port, for the purpose of preventing infection, or otherwise for the convenience of the ship, and subsequently returns to his duty, the expenses of removal and of providing the necessary surgical and medical advice, attendance and treatment and medicine and of his maintenance while away from the ship, shall be defrayed in like manner.

(3) The expenses of all medicines, and surgical and medical advice, attendance and treatment, given to a master, seaman or apprentice while on board his ship, shall be defrayed in like manner.

(4) In all other cases any reasonable expenses duly incurred by the owner for any master, seaman or apprentice in respect of illness, shall, if proved to the satisfaction of the Indian consular officer or a shipping master, be deducted from the wages of the master, seaman or apprentice.

(5) Where any expenses referred to in this section have been paid by the master, seaman or apprentice himself, the same may be recovered as if they were wages duly earned, and, if any such expenses are paid by the Government, the amount shall be a charge upon the ship and may be recovered with full costs of suit by the Central Government.

Inspection by shipping master, etc., of provisions, water, weights and measured and accommodation

176.—A shipping master, surveyor, seamen's welfare officer, port health officer, Indian consular officer or any other officer at any Port duly authorised in this behalf by the Central Government—

- (a) in the case of any ship upon which seamen have been shipped at that port, may at any time, and
- (b) in the case of any Indian ship, may at any time, and if the master or three or more of the crew so request, shall, enter on board the ship and inspect—
 - (i) the provisions and water,
 - (ii) the weights and measures,
 - (iii) the accommodation for seamen,

with which the ship is required to be provided by or under this Act and also the space and equipment used for the storage and handling of food and water and the galley and other equipment used for the preparation and service of meals.

Inspection by master of provisions, water and accommodation at Sea

177.—The master of an Indian ship which is at sea shall, at least once in every ten days, cause an inspection to be made of the provisions and water provided for the use of the seamen and apprentices and the crew accommodation, for the purpose of ascertaining whether the same are being maintained in accordance with the requirements of this Act, and the person making the inspection shall enter a statement of the result of the inspection in a book, specially kept for the purpose.

Desertion and absence without leave

191.—(1) No seaman lawfully engaged and no apprentice—

- (a) shall desert his ship; or
- (b) shall neglect or refuse, without reasonable cause, to join the ship or to proceed to sea in his ship or be absent without leave at any time within twenty-four hours of the ship's sailing from a port either at the commencement or during the progress of a voyage, or be absent at any time without leave and without sufficient reason from his ship or from his duty.

(2) For the purposes of sub-section (1), the fact that the ship on which the seaman or apprentice is engaged or to which he belongs is unseaworthy shall be deemed to be a reasonable cause:

Provided that the seaman or apprentice has, before falling or refusing to join his ship or to proceed to sea in his ship or before absenting himself or being absent from the ship, as the case may be, complained to the master or a shipping master, surveyor, seamen's welfare officer, port health officer, Indian consular officer or any other officer at any port duly authorised in this behalf by the Central Government, that the ship is unseaworthy.

General offences against discipline

194.—A seaman lawfully engaged or an apprentice shall be guilty of an offence against discipline if he commits any of the following acts, namely:—

- (a) if he quits the ship without leave after her arrival at her port of delivery and before she is placed in security;
- (b) if he is guilty of wilful disobedience to any lawful command or neglect of duty;
- (c) if he is guilty of continued wilful disobedience to lawful commands or continued wilful neglect of duty;
- (d) if he assaults the master or any other officer of the ship;
- (e) if he combines with any of the crew to disobey lawful commands or to neglect duty or to impede the navigation of the ship or retard the progress of the voyage;
- (f) if he wilfully damages his ship or commits criminal misappropriation or breach of trust in respect of, or wilfully damages any of, her stores or cargo.

Smuggling of goods by seamen or apprentices

195.—(1) If a seaman lawfully engaged or an apprentice is convicted of an offence of smuggling any goods whereby loss or damage is occasioned to the master or owner of the ship, he shall be liable to pay to that master or owner a sum sufficient to reimburse the loss or damage and the whole or a part of his wages may be retained in satisfaction on account of that liability without prejudice to any other remedy.

(2) If a seaman lawfully engaged is convicted of an offence of smuggling opium, hemp or any other narcotic drug or narcotic, the Director-General may direct that the seaman's certificate of discharge or continuous certificate of discharge shall be cancelled or shall be suspended for such period as may be specified in the direction.

Entry of offences in official logs

196.—If any offence within the meaning of this Act of desertion or absence without leave or against discipline is committed, or if any act of misconduct is committed for which the offender's agreement imposes a fine and it is intended to enforce the fine,—

- (a) an entry of the offence or act shall be made in the official log book and signed by the master, the mate and one of the crew; and

- (b) the offender, if still in the ship, shall, before the next subsequent arrival of the ship at any port, or, if she is at the time in port, before her departure therefrom, be furnished with a copy of the entry and have the same read over distinctly and audibly to him and may thereupon make such reply thereto as he thinks fit; and
- (c) a statement of a copy of the entry having been so furnished and the entry having been so read over and the reply, if any, made by the offender shall likewise be entered and signed in manner aforesaid; and
- (d) in any subsequent legal proceedings the entries by this section required shall, if practicable, be produced or proved, and, in default of such production or proof, the court hearing the case may in its discretion, refuse to receive evidence of the offence or act of misconduct.

Payment of fines imposed under agreement to shipping master.

202.—(1) Every fine imposed on a seaman for any act of misconduct under his agreement shall be deducted and paid over as follows, namely:—

- (a) if the offender is discharged at any port or place in India and the offence and such entries in respect thereof as aforesaid are proved to the satisfaction of the shipping master before whom the offender is discharged, the master or owner shall deduct such fine from the wages of the offender and pay the same over to such shipping master; and
 - (b) if the seaman is discharged at any port or place outside India and the offence and such entries as aforesaid are proved to the satisfaction of the Indian consular officer, by whose sanction he is so discharged, the fine shall thereupon be deducted as aforesaid, and an entry of such deduction shall then be made in the official log book, if any, and signed by such officer and on the return of the ship to India, the master or owner shall pay over such fine to the shipping master before whom the crew is discharged.
- (2) An act of misconduct for which any such fine has been inflicted and paid shall not be otherwise punishable under the provisions of this Act.
- (3) The proceeds of all fines received by a shipping master under this section shall be utilised for the welfare of seamen in such manner as the Central Government may direct.

On change of master, documents to be handed over to successor.

208.—(1) If during the progress of a voyage the master of any Indian ship is removed or superseded or for any other reason quits the ship and is succeeded in the command by some other person, he shall deliver to his successor the various documents relating to the navigation of the ship and the crew thereof which are in his custody.

(2) Such successor shall immediately on assuming the command of the ship enter in the official log book a list of the documents so delivered to him.

Transmission of documents on transfer of seaman from one ship to another.

209.—Where a seaman is transferred under his agreement from one ship to another, the master of the ship from which the seaman is transferred shall, as soon as practicable, transmit to master of the other ship all documents in his possession relating to the seaman.

INDEX TO ENTRIES IN OFFICIAL LOG BOOK

Entries	Reference to pages in which the various entries appear
Conviction of any member of crew and Punishment [Section 214(1)(a) of M.S. Act, 1958]	
Offences committed by Member of Crew for which it is intended to prosecute or to enforce a Forfeiture or to exact a Fine, together with such statement concerning the reading over of such entry, and concerning the reply (if any) made to the charge as is required by law [Section 214(1)(b) of M.S. Act, 1958]	
Offence for which punishment has been inflicted on board, and the punishment inflicted [Section 214(1)(c) of M.S. Act, 1958]	
Illness, hurt or injury that has happened to any Member of Crew, the nature thereof and the medical treatment adopted (if any) [Section 214(1)(e) of M.S. Act, 1958]	
Notice of disrating [Section 126 of M.S. Act, 1958]	
Death that has happened on board, and cause thereof and other particulars as prescribed [Section 214(1)(f) of M.S. Act, 1958]	
Birth that has happened on board, the sex of the infant, the names of the parents and other particulars as prescribed [Section 214(1)(g) of M.S. Act, 1958]	
Marriages that have taken place on board and the names and ages of the parties [Section 214(1)(h) of M.S. Act, 1958]	
The times of opening and closing hinged doors, etc., which are required to be kept closed during navigation	
Name of Seaman or Apprentice who has ceased to be a Member of the Crew, otherwise than by death, with the place, time, manner and cause thereof; whether, if bed and bedding were issued to him, these articles were returned before leaving the ship [Sections 214(1)(i) & 172(1) of M.S. Act, 1958]	
Wages due to any Seaman or Apprentice who has died during the voyage, and the gross amount of all deductions to be made therefrom [Sections 152(2)(b) & 214(1)(j) of M.S. Act, 1958]	
Statement of the amount of money and description of the effects left by any Seaman or Apprentice who has died during the voyage [Section 152(2)(a) & 214(1)(k) of M.S. Act, 1958]	
Collision with any other Ship, and the circumstances under which the same occurred [Section 349 of M.S. Act, 1958]	
Order of Marine Board [Section 376(2) of M.S. Act, 1958]	
Inspection of Provisions and Water [Section 168(4) of M.S. Act, 1958]	

Entries	Reference to pages in which the various entries appear
Change of Masters—List of documents handed to new Masters [Section 208(2) of M.S. Act, 1958]	
Report of Character of Crew [Section 214(1)(d) of M.S. Act, 1958]	
Load line, free board and draught of water [Section 319(1)(b) and (2) of M.S. Act, 1958]	
Occasions on which boat drill, fire drill, etc., is practised, or life saving, fire appliances are examined	
Signals received of distress or messages that a vessel, aircraft or person is in distress at sea; reasons, if any, for not going to the assistance of persons in distress after having received a distress signal [Section 355(5) & (6) of M.S. Act, 1958]	

Caution.—Section 436(2) S. No. 72 of the Merchant Shipping Act, 1958, provides that if any person wilfully destroys or mutilates or renders illegible any entry in any official log book or wilfully makes or procures to be made or assists in making a false or fraudulent entry in or omission from an official log book shall be liable to imprisonment for a term which may extend to one year.

List of Crews and Report of Character

Reference No. in Agreement	Name and Surname of each Member of the Crew	Capacity in which en- gaged	Report of Character				If there is any entry in this Official Log relating in any way to the crew, the page or pages where the entry is to be found should be noted in this column opposite the person's name
			Ship		Ship		
			For Ability	For General Conduct	For Ability	For General Conduct	

LOAD-LINE DEPTH OF LOADING AND FREEBOARD.

The Merchant Shipping Act, 1958, Section 312 to 319 & 436(2)

Provides amongst other things, as follows:—

Marking of deck line and load lines.

312.—(1) No Indian ship, being a ship of which the keel was laid after the 30th day of June, 1932, and not being exempt from the provisions of this Part relating to load lines, shall proceed to sea unless—

- the ship has been surveyed in accordance with load line rules;
- the ship complies with the conditions of assignment;
- the ship is marked on each side with a mark (hereafter in this Act referred to as a deck line) indicating the position of the uppermost

complete deck as defined by the load line rules, and with marks (hereafter in this Act referred to as load lines) indicating the several maximum depths to which the ship can be safely loaded in various circumstances prescribed by the load line rules;

(d) the deck line and load lines are of the description required by the load line-rules, the deck line is in the position required by those rules, and the load lines are of the number required by such of those rules as are applicable to the ship; and

(e) the load lines are in the position required by such of the load line rules as are applicable to the ship.

(2) No Indian ship, being a ship of which the keel was laid before the 1st day of July, 1932, and not being exempt from the provisions of this Part relating to load lines, shall proceed to sea unless—

(a) the ship has been surveyed and marked in accordance with clauses (a), (c) and (d) of sub-section (1);

(b) the ship complies with the conditions of assignment in principle and also in detail so far as, in the opinion of the Central Government, is reasonable and practicable having regard to the efficiency of the protection of openings, the guard rails, the freeing ports and the means of access to the crew's quarters provided by the arrangements, fittings and appliances existing on the ship at the time when she is surveyed under this section; and

(c) the load lines are either in the position required by clause (e) of sub-section (1) or in the position required by the tables used by the Board of Trade of the United Kingdom on the 31st day of December, 1906, for fixing the position of load lines; subject to such modifications of those tables and of the application thereof as were in force; immediately before the 5th day of July, 1930.

(3) Any ship attempting to proceed to sea without being surveyed and marked as required by this section may be detained until she has been surveyed and marked, and any ship which does not comply with the conditions of assignment to the extent required in her case by this section shall be deemed to be unsafe for the purpose of section 336.

Submersion of load lines.

313.—(1) An Indian ship (not being exempt from the provisions of this Part relating to load lines) shall not be so loaded as to submerge in salt water, when the ship has no list, the appropriate load line on earth side of the ship, that is to say, the load line indicating or purporting to indicate the maximum depth to which the ship is for the time being entitled under the load line rules to be loaded.

(2) Without prejudice to any other proceedings under this Act, any ship which is loaded in contravention of this section may be detained until she ceases to be so loaded.

Maintenance of load marks.

314.—(1) No owner or master of an Indian ship which has been marked in accordance with the foregoing provisions of this Part, shall without reasonable cause, fail to keep the ship so marked.

(2) No person shall conceal, remove, alter deface or obliterate or suffer any person under his control to conceal, remove, alter, deface or obliterate any mark placed on any such ship in accordance with the foregoing provisions of this Part except with the authority of a person entitled under the load line rules to authorise the alteration of the mark or except for the purpose of escaping capture by an enemy or by a foreign ship of war in the exercise of some belligerent right.

Publication of load line certificate and particulars relating to depth of loading

319.—(1) When a load line certificate has been issued in pursuance of the foregoing provisions of this Part in respect of an Indian ship other than a home-trade ship of less than two hundred tons gross—

(a) the owner of the ship shall forthwith on the receipt of the certificate cause it to be posted up in some conspicuous place on board the ship.

- and to be kept so posted up and legible so long as the certificate remains in force and the ship is in use; and
- (b) the master of the ship, before making any other entry in any official log book, shall enter or cause to be entered therein the particulars as to the position of the deck line and load lines specified in the certificate.
- (2) Before any such ship leaves any dock, wharf, harbour or other place for the purpose of proceeding to sea, the master thereof shall—
- (a) enter or cause to be entered in the official log book such particulars relating to the depth to which the ship is for the time being loaded as the Central Government may by rules made in this behalf prescribe; and
- (b) cause a notice, in such form and containing such of the said particulars as may be required by the said rules, to be posted up in some conspicuous place on board the ship and to be kept so posted up and legible until the ship arrives at some other dock, wharf, harbour or place;

Provided that the Central Government may by the said rules exempt home-trade ships or any class of home-trade ships from the requirements of clause (b) of this sub-section.

Penalties.

436.—(1) Any person who contravenes any provision of this Act or fails to comply with any provision thereof which it was his duty to comply with, shall be guilty of an offence; and if in respect of any such offence no penalty is specially provided in sub-section (2), he shall be punishable with fine which may extend to two hundred rupees.

(2) The offences mentioned in the second column of the following table shall be punishable to the extent mentioned in the fourth column of the same with reference to such offences respectively.

Serial No.	Offences	Section of this Act to which offence has reference	Penalties
99	If any ship proceeds or attempts to proceed to sea in contravention of section 312.	312	The master or owner shall be liable to fine which may extend to one thousand rupees.
100	If any ship is loaded in contravention of section 313.	313	The master or owner shall be liable to fine which may extend to ten thousand rupees and to such additional fine not exceeding one thousand rupees for every inch or fraction of an inch by which the appropriate load lines on each side of the ship are submerged or would have been submerged if the ship had been in salt waters and had no list, as the court thinks fit to impose, having regard to the extent to which the earning capacity of the ships is or would have been increased by reason of the submersion:— Provided that it shall be a good defence for the master or owner to prove that a contravention was due solely to deviation or delay caused solely by stress of weather or other circumstance which neither the master nor the owner nor the charterer, if any, could have prevented or forestalled.

Serial No.	Offences	Section of this Act to which offence has reference	Penalties
101	(a) If the owner or master of an Indian ship contravenes sub-section (1) of section 314; or	314(1)	} Fine which may extend to one thousand rupees.
	(b) if any person contravenes sub-section (2) of section 314.	314(2)	
102	If a master or owner fails to deliver the certificate as required under sub-section (5) of section 317.	317(5)	Fine which may extend to one hundred rupees.
103	If a master proceeds or attempts to proceed to sea in contravention of sub-section (1) of section 318.	318(1)	Fine which may extend to one thousand rupees.
104	(a) If the owner of an Indian ship fails to comply with clause (a) of sub-section (1) of section, 319, or	319(1)(a)	} Fine which may extend to two hundred rupees.
	(b) if a master fails to comply with clause (b) of sub-section (1), or clause (a) or clause (b) of sub-section (2) of section 319.	319(1)(b) 319(2)	

LOAD LINE, DEPTH OF LOADING, ETC.

Positions of the Deck Line and Load Lines

Free board from deck line		Load Lines
Tropical	.....feet.....inches.....decimetres	(T) .....inches above S.
Summer	.....feet.....inches.....decimetres	(S) .....Upper edge of line through centre of disc.
Winter-	.....feet.....inches.....decimetres	(W) .....inches below S.
Winter North Atlantic, (if assigned)	.....feet.....inches.....decimetres	(WNA) .....inches below S.
Allowance for fresh water for all free boards.....inches.		
The upper edge of the deck line from which these free boards are measured is.....inches above the top of the.....deck at side.		
(Above particulars to be taken from Load Line Certificate)		
Maximum draught of water in summer	.....feet.....inches.	
	.....decimetres.	

The maximum draught of water in summer is the draught of water which would be shown on the scale of feet/decimetres on the stem and stern post of the ship if she were so loaded that the upper edge of the summer load line were on the surface of the water and the ship were upright on an even keel.

NOTES

1. The above particulars, and particulars of depths of loading as detailed on the following pages are to be recorded before the ship leaves any dock, wharf, harbour or other place for the purpose of proceeding to sea.

2. The actual free board amidships on each side of the ship is to be measured from the upper edge of the deck line to the surface of the water, when the

ship is loaded and ready to leave. The actual "mean" free board is the mean of the actual free boards, port and starboard, measured as indicated above.

3. Form L.L. 14A(India) or Form L.L. 14B-India (Timber Ship) is to be posted up in some conspicuous place on board the ship before she leaves any dock, wharf, harbour or other place for the purpose of proceeding to sea, and the Notice is to be kept so posted up and legible until the ship arrives at some other dock, wharf, harbour or place. The date and time of posting the Notice is to be entered in column 15.

4. No entries are required in columns 8—14 when the actual mean free board (Column 7) is not less than the appropriate salt water free board.

5. If, in determining density of water, use is made of a hydrometer on which the reading at the top of the scale is 1000 or 00, meaning "full-fresh water", the hydrometer reading gives the density to be entered, e.g., a reading of 15 of such hydrometers means a density of 1015. If the hydrometer used has the scale reversed, i.e., if the reading 00 is at the bottom of the scale and means "full salt water" the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is at 15, the density to be entered will be 1010.

6. The Winter North Atlantic Load line, if assigned, applies to voyages across the North Atlantic, north of latitude 36°N. during the winter months as defined in the Load Line Rules, 1934, and shown on the chart which forms part of these Rules. The periods during which the other seasonal load lines apply in different parts of the world are as indicated in the said Rules and chart.

7. *Penalty.*—Failure to enter the required particulars of load line, depth loading, etc., in the Official Log Book at the proper time renders the Master or Owner liable to a fine which may amount to two hundred rupees.

DATES OF DEPARTURE FROM AND ARRIVAL AT EACH DOCK, WHARF,
EVERY OCCASION OF THE SHIP

Date and Hour of Departure	Dock, Wharf, Harbour or Other Place	Actual Draught of Water		Actual Free Board Amidships			Density of Water	Allowance	
		Forward	Aft	Port	Starboard	Mean		For Density of Water	For Ashes and Rubbish
1	2	3	4	5	6	7	8	9	10
		ft. ins.	ft. ins.	ft. ins.	ft. ins.	ft. ins.		ins.	Weight ins.
		dm.	dm.	dm.	dm.	dm.			

HARBOUR OR OTHER PLACE WITH THE DRAUGHT OF WATER AND FREE BOARD
PROCEEDING TO SEA

DEPARTURES				SIGNATURES		ARRIVALS		
For Fuel etc., to be consumed on stretch of inland water	Total Allowances	Mean Draught in Salt water as calculated after mak- ing the ap- propriate allowances	Mean Board Am- idships in salt water as calcu- lated after making the appropriate allowances	Free Date and time of Posting the Notice LL 14-A	Master	Mate	Date and Hour of Arrival	Dock, Wharf, Harbour or other Place
11	12	13	14	15	16	17	18	19
Distance ins.	ft. ins. dm.	ft. ins. dm.	ft. ins. dm.					

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, ETC.) AND MUSTERS AND EXAMINATION OF LIFE SAVING APPLIANCES

Date of Drill or Muster and of Examination of the Life Saving and/or Fire Appliances	Nature of Drill of Muster*	Nature of the Examination of the Life Saving Appliances and/or Fire Appliances and the condition in which they were found	Date of Entry	Signatures of Master and Mate
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An entry should be made of the type of drill or muster held i.e. whether boats were swung out and manned, etc., whether the passengers or crew were mustered, whether the crew were practised in fire drill, etc.

RECORD OF INSPECTIONS OF CREW'S ACCOMMODATION AT SEA

(Section 176 of the Merchant Shipping Act, 1958)

Date of Inspection	Results of Inspection	Date of Entry	Signatures of person making Inspection
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OFFICE LOG		of the		
from		towards		
Date and hour of the Occurrence	Place of the occurrence or situation by Latitude or Longitude at sea	Date of Entry	Entries required by the Merchant Shipping Act, 1958	Amount of Fine or forfeiture Inflicted

N.B.—Every entry in this Log Book required by the Merchant Shipping Act, 1958, must be signed by the Master and by the Mate or some other member of the Crew, and every entry of illness, injury or death must be signed by the Medical Officer on board (if any); and every entry of wages due to, or of the property of, any Seaman or Apprentice who has died must be signed by the Master and by the Mate by some other member of the Crew.

Note.—Reading over Entries of Offences.—The Master's special attention is called to Section 196 of the Merchant Shipping Act, 1958, a copy of which has been reproduced in this Book.

RECORD OF INSPECTION OF PROVISIONS AND WATER

(Section 168 of the Merchant Shipping Act, 1958)

Date	Result of the Inspection of Provisions and Water	Signature of Inspecting Officer
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RECORD OF INSPECTIONS AT SEA OF PROVISIONS AND WATER

(Section 177 of the Merchant Shipping Act, 1958)

Date of Inspection	Results of Inspection	Date of Entry	Signature of Person making Inspections
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MARRIAGES, BIRTHS AND DEATHS OF MEMBERS OF THE CREW, AND OTHER PERSONS ON BOARD WHICH HAVE OCCURRED DURING THE VOYAGE

Marriages.—Section 214(1)(h) of the Merchant Shipping Act, 1958, requires the Master of the ship to enter in his official Log the particulars of every marriage that has taken place on board.

Births and Deaths.—The duties of the Master with regard to the registry of births and deaths on board ship are defined in the following extracts from Section 214(1) of the Merchant Shipping Act, 1958:—

“214. (1) The master of a ship for which an official log is required shall enter or cause to be entered in the official log book the following matters, namely :—

(f) Every case of death happening on board and the cause thereof, together with such particulars as may be prescribed;

(g) every birth happening on board, with the sex of the infant, the names of the parents and such other particulars as may be prescribed.”

If the Master of any ship fails to comply with any requirements of this section, he shall be liable for each offence to a fine which may extend to two hundred rupees.

In addition to the brief statement of the “Cause of Death” in the following tabular statement, the Master should be careful to add in the body of the official log book full particulars of all the circumstances attending the death, more particularly in the case of murder, disappearance or suicide.

If a fatal accident occurs on board by reason of any damage in the ship, or to any part of it, or to the cargo, the details, as stated above should be entered in a similar manner.

If a death occurs in a port, the name of the port should be given, and it should be stated whether the death occurred on board or in hospital.

If a seaman dies on shore from an accident which happened, or from a disease which developed while he was a member of the crew, it is desirable that an entry of the death should be made in the same way.

MARRIAGES

Date when Married	Names and Surnames of both parties	Age	Whether single, divorced or widowed	Profession or Occupation	Father's Name and Surname	Profession or Occupation of Father
1	2	3	4	5	6	7

Signed.

Person performing marriage

Master or
Officer-in-Command

BIRTHS—(See instructions)

Date of Birth	Time and Place of Birth	Whether still born or born alive	Name (if any) of child	Sex	Name and Surname of Father	Occupation of Father	Name and Surname of Mother	Maiden Name of Mother
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DEATHS—(See Instructions)

Date of Death]	Place of Death	Name and Surname of Deceased	Father's/ Husband's Name	Sex	Age	Occupation	Nationality (stating Birthplace and Religion)	Last Place of Abode
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Members of Crew (includ-

Persons who were not

previous page)

Father		Mother		Signature of Master and Mate or other Member of the Crew	Signature of Father or Mother	Date of sending Return to Director General of Shipping or other Authority
Nationality (stating Birth-place & Religion)	Last Place of Abode	Nationality (stating Birthplace & Religion)	Last Place of Abode			

on previous page)

Cause of Death	Manner in which body was disposed of	Signature of Master or Person-in-Charge	Signature of Mate or other Member of Crew	Signature of Medical Officer (if any)	Date of sending Return to Director General of Shipping or other authority	Signature of Officer (other than Inquiring Officer) who takes statements in connection with the death

ing Master)

Members of the Crew

Space for endorsement by Officer who inquires into the circumstances attending a death.

(Signature)

(Designation)

(Port)

(Date)

TIME OF OPENING AND CLOSING WATERTIGHT DOORS, ETC.

Record of the time of opening and closing any of the watertight doors side-scuttles, and other contrivances mentioned in paragraph I of the explanatory notice at the end of this log book and the relative notes.

Date	Particulars of Contrivance	Time of		Signatures of Master and Mate or Chief Engineer
		Opening	Closing	

PRACTICES OF OPENING AND CLOSING WATERTIGHT DOORS, ETC.

Record of every occasion of practising the opening and closing of watertight doors, side-scuttles, scuppers and other contrivances mentioned in paragraph II of the explanatory notice at the end of this log book and the relative notes.

Date of Practice	Name of Contrivance Practised	Remarks including full particulars of any defects found	Signatures of Master and Mate or Chief Engineer
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INSPECTION OF WATERTIGHT DOORS AND VALVES

Record of every occasion on which the watertight doors and valves specified in paragraph III of the explanatory notice at the end of this log book are inspected.

Date of Inspection	Nature of Contrivances Inspected	Remarks including full particulars of any defects found	Signatures of Master and Mate or Chief Engineer
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INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1948

(Ratified by the Government of India, 19th November, 1952)

Supplementary requirements as to entries in official logs of passenger ships

The above convention requires that the following entries shall be made in the official log book of any sea-going passenger ships registered in India:—

Time of opening and closing of watertight doors, etc.

I. A record of the time of opening and closing:—

- (1) Any watertight door operated by power which is fitted between bunks in between the decks below the bulkhead deck [see Notes (a) and (g)].
- (2) Any hinged watertight door in a main transverse bulkhead dividing cargo between deck spaces, if the sill of the door is below the margin line [see Notes (b) and (h)].
- (3) Any side-scuttles whose sills are below the margin line and which will not be accessible while the steamer is at sea, together with their dead lights [see Notes (b) and (h)].
- (4) Any gangway, cargo and coal ports, the sills of which are below the margin line [see Notes (b) and (h)].
- (5) Any portable plate closing any opening in a bulkhead, being an opening which is wholly or partly below the margin line [see Notes (c) and (h)].

- (6) All side-scuttles in any between deck space wherein the sill of any side-scuttle which can be opened is below a line situated a certain distance above the water at the time when the steamer proceeds to sea [see Note (d)].

Practices of opening and closing of watertight doors

II. A record of every occasion on which the opening and closing of the watertight doors and other contrivances specified below is practised [see Note (e)]:—

- (1) Watertight doors in main transverse bulkheads.
- (2) The side-scuttles and dead lights referred to in (3) above.
- (3) The side-scuttles referred to in I(6) above.
- (4) The covers and valves of ash shoots, rubbish shoots and other similar contrivances having their inboard opening below the margin line [see Note (h)].
- (5) The closing mechanism, of all scuppers having their inboard opening below the margin line [see Note (h)].

Inspection of watertight doors, etc.

III.—A record of every occasion on which the watertight doors and other contrivances specified below are inspected [see Note (f)]:—

- (1) All watertight doors in main transverse bulkheads and the mechanism and indicators connected therewith.
- (2) Every valve, the closing of which is necessary to make a compartment watertight [including valves fitted to watertight bulkheads and flats, as well as the valves referred to in II(4) and other valves fitted to the ship's side below the margin line].

NOTES

Opening and closing of doors, side-scuttles, etc.

(a) The doors as mentioned in paragraph I above are to be kept closed while the steamer is at sea, except so far as it is necessary to open them for the working of the steamer; when open they are to be kept ready to be closed forthwith.

(b) The doors, side-scuttles and ports mentioned in paragraph I(2), (3) and (4) above are to be securely closed so as to be watertight before the steamer proceeds to sea, and shall always be kept closed while the steamer is at sea.

(c) The portable plates mentioned in paragraph I(5) above shall be in place before the steamer proceeds to sea, and shall not be removed at sea except in case of urgent necessity. In replacing any such plate, all reasonable precautions shall be taken to ensure that the joints are watertight.

(d) The line referred to in paragraph I(6) above is an imaginary line drawn on the side of the steamer parallel to the bulkhead deck [defined in Note (g)] and having its lowest point $2\frac{1}{2}$ per cent of the breadth of the ship, plus $4\frac{1}{2}$ feet (or plus $3\frac{1}{2}$ feet in the tropical zone or in a seasonal tropical area during the appropriate tropical period as defined in the Load Line Rules) above the water when the steamer proceeds to sea.

All side-scuttles in any between deck space in which the sill of any side-scuttle of the opening type is below the line so defined must be securely closed so as to be watertight and must be locked before the steamer goes to sea, and must be kept closed and locked so long as the steamer remains at a draught at which the sill of any such side-scuttle is below the line so defined.

Practices

(e) Subject to what is stated in the foregoing Notes as to keeping certain doors and other contrivances closed at sea, the opening and closing of the contrivance mentioned in paragraph II above is to be practised once a week and also before the steamer proceeds to sea on any voyage which is likely to last more than a week, and the opening and closing of hinged or power-operated watertight doors which are in use is to be practised daily while the steamer is at sea.

Inspections

(f) All the contrivances mentioned in paragraph III above are to be inspected at least once a week.

Definitions

(g) The bulkhead deck is the uppermost deck upto which the transverse watertight bulkheads are carried.

(h) The margin line is a line drawn parallel to the bulkhead deck at side and 3 inches below the upper surface of that deck at side.

(j) In order to simplify and shorten the entries in the Log-Book, it may be found convenient to refer to each particular door or other contrivance in the ship by a symbol or a number, and if this is done, the symbols or numbers should be detailed on page 1 of this Log-Book, together with the particulars of the contrivance to which each symbol or number refers.

INSTRUCTIONS TO MASTERS

I. Agreements

1. Every erasure, interlineation or alteration in this Agreement (except additions made for the purpose of shipping substitutes or persons engaged subsequent to the first departure of the ship) shall be wholly inoperative, unless proved to have been made with the consent of all persons interested in such erasure, interlineation or alteration by the written attestation, if made in India, of Shipping Master or Customs Collector or, if made of India, with the consent of an Indian Consular Officer.

2. To enable the Crew to know the contents of the Agreement the Master, at the commencement of the voyage, is bound under a penalty of fifty rupees to have a legible copy (omitting the signatures) posted up at a conspicuous place in the ship which is accessible to the Crew.

II. Young persons and children

3. The Agreement with the crew must include a list of all young persons under the age of 18 years who are Members of the Crew together with particulars of the dates of their Birth (see page). The employment of children under the age of 15 years is prohibited.

III. Engagement of Crews and Seamen in India

4. The Master of every foreign-going ship engaging a crew at a port in India, shall do so in the presence of a Shipping Master.

5. Before the engagement of the Crew is proceeded with, the Master must—

- (a) Produce the Certificate of Competency for himself, his Mates, and his Engineers and Radio Officer, and
- (b) Produce the apprentices destined for the voyage, together with their indentures.
- (c) Produce the load line certificate and insert in the Agreement the particulars as to the positions of the deck line and load lines specified in the certificate.

6. Upon the Master complying with the above-mentioned Regulations the Shipping Master will, when the engagement of the Crew has been completed, give him a certificate for clearance outwards.

7. The Master of every foreign-going ship, the Crew of which has been engaged before a Shipping Master, shall before finally leaving the port where the engagement took place, sign and send to the nearest Shipping Master, a full and accurate statement in the form sanctioned by the Government of India of every change which has taken place in his crew and in default shall for each offence incur a penalty not exceeding fifty rupees. Such a statement shall be admissible in evidence.

8. In the case of Substitutes engaged in the place of Seamen who have duly signed the Agreement and whose services are within twenty-four hours of the ship's putting to sea lost by death, desertion or other unforeseen cause, the engagement shall, if practicable, be made before a Shipping Master, and whenever such engagement cannot be so made, the Master shall, before the ship puts to sea, if practicable, and, if not, as soon afterwards as possible, cause the Agreement to be read over and explained to the substitutes, who shall thereupon sign the same in the presence of a witness, who shall attest their signatures.

9. When a substitute is engaged as aforesaid, the Master shall, before engaging him, ensure that such Seaman is in possession of a valid Medical Certificate and, if there is in existence at that port a Seamen's Employment Office, that he is duly registered at that office.

10. Carrying any Seaman to sea without entering into an Agreement subjects the Master to a penalty of one hundred rupees for each seaman.

IV. Engagement of Crews & Seamen abroad

11. When the Master of an India ship engages a Seaman at any port outside India, he shall, before carrying the Seaman to sea, procure the sanction of the Indian Consular Officer, if any, at that port, and shall, if not contrary to any law in force at that port, engage the Seaman before that Officer. The Master shall request the Indian Consular Officer to endorse upon the Agreement an attestation to the effect that it has been signed in his presence and otherwise made as required by the Merchant Shipping Act, 1958, and that it has his sanction; if such attestation is not made, the burden of proving that the engagement was made as required by the above-mentioned Act shall lie upon the Master. If the above provisions are not complied with, the Master shall be liable for each offence to a fine which may extend to one hundred rupees.

12. Where a Seaman is transferred under this Agreement from one ship to another, the Master of the ship from which the seaman is transferred shall, as soon as practicable, transmit to the Master of the other ship, along with the Seaman, all documents in his possession relating to the Seaman.

V. Premature discharge or leaving behind

13. The Master of a ship shall not discharge a Seaman before the expiration of the period for which he was engaged, unless the Seaman consents to his discharge, or, except in circumstances beyond his control, leave the Seaman behind without the authority of a Shipping Master or an Indian Consular Officer and shall obtain endorsed on the Agreement with the Crew, the certificate of such Officer stating that he has granted his authority and also the reason for the Seaman being discharged or left behind; the presence or absence of this certificate will largely determine the owner's liability for the expenses incurred should the Seaman fall in distress.

VI. Advances

14. When advances are made to Members of the Crew during the voyage, the actual amounts advanced, together with the equivalent in Indian Currency and the rate of exchange, should always be recorded and entered in the account of wages. The rate of exchange should be that current at the time and place of paying the advance, as endorsed on the Articles of Agreement by the Indian Consular Officer at the port. To avoid disputes, Masters are requested to obtain the signature/thumb print from each individual Seaman for each advance of money or tobacco. Cash advances are to be handed over to each Seaman personally.

VII. Death of Seaman or Apprentice on Board

15. Whenever a Seaman or Apprentice engaged on a ship, (the voyage of which is to terminate in India), dies during such voyage, the Master shall report the death by cable or radio message to the next-of-kin of the Seaman or Apprentice and to the Shipping Master at the port of engagement and shall take charge of the money and effects of the Seaman or Apprentice which are on board, and shall enter in the Official Log-Book a statement of the money and a description of the effects left by the deceased.

16. The Master shall, if the ship before coming to India, touches and remains for forty-eight hours at some port elsewhere, report the death of the Seaman or

Apprentice to the Indian Consular Officer at that port and, if required, shall hand over the property of the deceased to that officer. Thereupon he shall obtain, endorsed on the Agreement, a certificate from that Officer stating that he has received the property of the deceased Seaman or Apprentice.

17. Within forty-eight hours of the Ship's arrival at her final port of destination, in India or upon the discharge of the Crew, whichever first happens, the Master should deliver to the Shipping Master the Agreement, and the Official Log Book, an account of the wages and effects of any Seaman or Apprentice who has died on board during the voyage, whether he formed part of the Crew or not, any effects and the balance of wages or other moneys belonging to any such Seaman or Apprentice. The Master should also deliver to the Shipping Master Certificate (Masters', Mates', Engineers' or Radio Officers') of any Officer who has died or deserted during the voyage. The Shipping Master will then give a Certificate for the purpose of clearance inwards.

18. If the Master fails to take charge of the money or effects of a Seaman or Apprentice dying during a voyage or to make proper entries in respect thereof in the Official Log-Book, or to make such payment or delivery or to give such account as hereinbefore stated, he shall be accountable for the money, wages and effects of the seaman or apprentice to the Shipping Master as aforesaid, and shall pay and deliver the same accordingly. Such Master shall in addition incur a penalty which may extend to three times the value of the property not accounted for or if such value is not ascertained, to five hundred rupees, but such penalty shall not affect the Master's liability to account for the property not accounted for. All money, wages and effects of any Seaman or Apprentice dying during the voyage shall be recoverable in the same Court and in the same manner in which wages of Seamen may be recovered under the Merchant Shipping Act, 1958.

VIII. Discharge of Seamen and payment of wages

19. The Crew of every foreign-going ship, if discharged in India, must be discharged and paid their wages in the presence of a Shipping Master. A contravention of this provision renders the Master or Owner liable to fine which may extend to one hundred rupees.

20. The Master shall give every seaman (or leave with the Shipping Master on his behalf), an account, in the form prescribed, of his wages and of all deductions to be made therefrom, at least twenty-four hours before the time of payment or discharge, under a penalty of fifty rupees for non-compliance. Deductions for fines, forfeitures, etc., which are sought to be made in this account must be proved by proper entries made in the Official Log Book.

21. Upon paying off or discharging any seaman, the Master is bound, under a penalty which may extend to two hundred rupees, to give the seaman a Certificate of Discharge and to return to any certificated Officer upon his discharge his Certificate of Competency or Service.

22. Upon such paying off or discharge of any Seaman, the Master is required to enter in the Official Log Book a statement of character for ability and general conduct or a statement that he declines to give an opinion on such particulars. In the latter case, the reason for so declining shall also be recorded.

23. Upon payment of wages being effected the Officer before whom seaman are discharged will require the seamen to sign in his presence a release from all claims in respect of the voyage just finished, subject to the right of any Member of the Crew to except from the release signed by him any specified claim or demand in accordance with the provisions of Section 130 of the Merchant Shipping Act, 1958 (See page.....columns 22 to 24).

[No. 3-ML(13)/62.]

B. P. SRIVASTAVA, Dy. Secy.